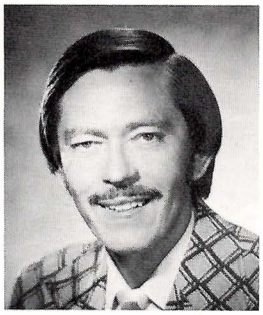
PORSCHE PANORAMA

NOVEMBER, 1975

PCA NATIONAL — 1975-1976



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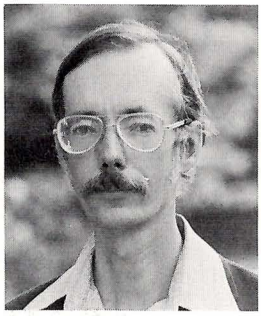

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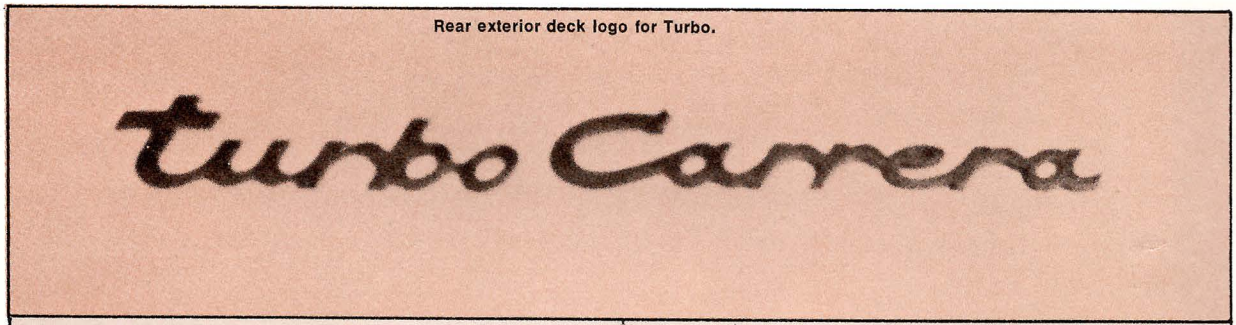
introducing the 1976 911S and 1976

Interest is naturally focused on both ends of the 900 series model line-up for 1976. The 912E (introduced in last month's issue) and the Turbo Carrera are both essentially new cars from Porsche.

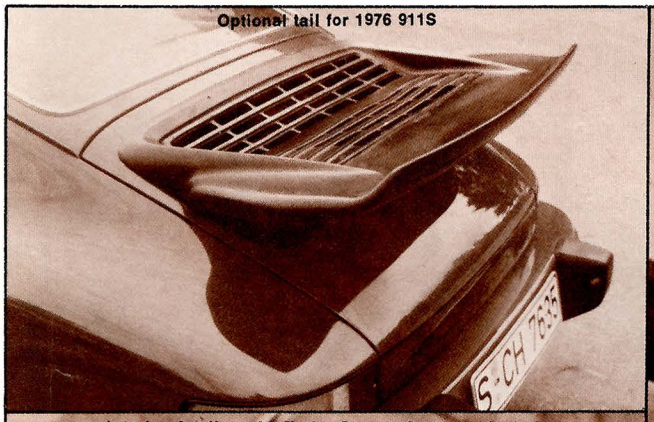
It would be a mistake, however, to dismiss the 1976 911S, since it is basically the same as last year's, without taking a look at some substantial evolutionary improvements in the classic 911.

Rear exterior deck logo for Turbo.



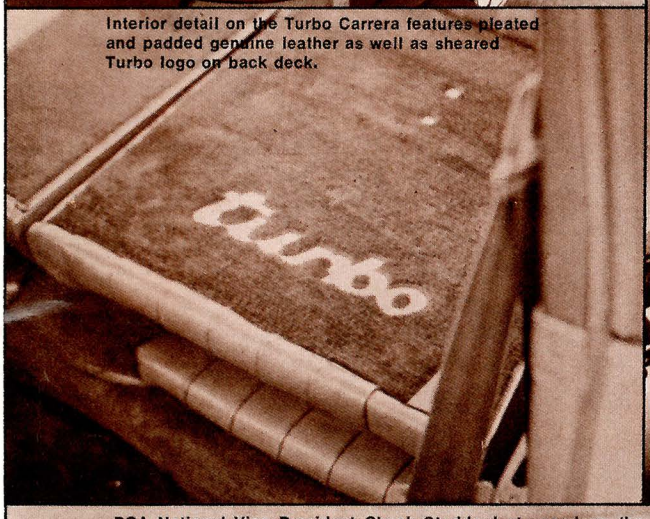
Interior changes for the 1976 911S include padded and seamed door panels as well as cut pile carpeting extending up the door storage compartments.

TURBO CARRERA



Optional tail for 1976 911S

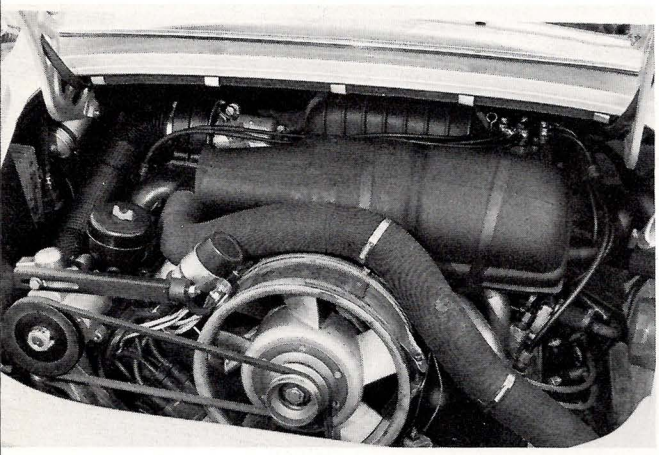
Electrically operated and heated outside mirror is standard on 911S and Turbo Carrera



Interior detail on the Turbo Carrera features pleated and padded genuine leather as well as sheared Turbo logo on back deck.

PCA National Vice President Chuck Stoddard at speed on the Ohio Transportation Research Center High Speed Oval. Note tachometer and speedometer readings on the Turbo Carrera.

1976 911S



Many items which were optional in 1975 have become standard equipment on the new 911S. Five speed transmission, intermittent wipers, tinted glass, electrically operated and heated outside mirror, and automatic cold start device (no need to pull the throttle lever) are all standard for 1976. Other changes include electric speedometer, a redesigned engine cooling fan with a reduced five blades (to save horsepower), a change in alternator pulley ratio designed to increase output, and changed gear ratios for the Sportomatic transmission to improve acceleration. Rear transverse tube is now stainless steel and the fuel pump has been relocated to the front. New options include a quadrophonic speaker system and automatic heat control.

Striking improvements have been made in the interior of the new 911S. Padded and seamed door panels and color keyed dash upholstery are welcome changes from the anonymous black of recent years, bringing to mind the color matched painted dashes of the 356. Cut pile carpeting is brought up to cover door storage compartments as well.

New for 1976 is a limited "Signature" edition 911S. The package consists of platinum metallic paint, beige tweed upholstery, black trim, platinum cast alloy wheels and leather signature steering wheel.

How does it go? With the 157 hp (152 for California) engine unchanged from last year, it delivers all the familiar thrills. On the Ohio Transportation Research Center high speed oval, the 911S produced an easy 145 mph. Miles per gallon are expected to be in the high twenties. As announced last month, base price for the 911S is about $13,800.

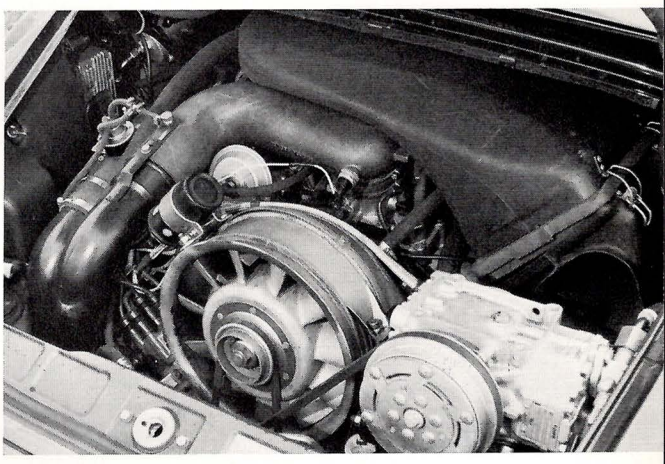
TECHNICAL SPECIFICATIONS
1976 PORSCHE 911 S

ENGINE	
Number of cylinders	6
Bore mm (in.)	90 (3.54)
Stroke mm (in.)	70.4 (2.77)
Displacement ccm (cu. in.)	2687 (163.97)
Compression ratio	8.5:1
Engine output HP (SAE net)	157 (Calif. 152)
at engine speed RPM	5800
Max. Torque SAE net	166 ft. lbs.
at engine speed RPM	4000
Fuel octane requirement	91
ENGINE DESIGN	
Layout	Air cooled four cycle horizontally opposed
Crankcase	Light alloy
Cylinders	Light alloy
Valve position in cylinder head	1 inlet, 1 exhaust; inverted V-pattern
Valve operation	Single overhead camshaft for each cylinder bank
Camshaft drive	By double chain
Crankshaft	Forged steel, 8 main bearings
Lubrication	Dry sump with separate oil tank, thermostatically controlled oil cooling, full flow oil filter
Fuel supply	Electric pump
Mixture supply	Continuous Injection System (CIS)
ELECTRICAL SYSTEM	
Battery voltage V	12
Battery rating (Amp/hr)	1 x 66
Generator	980 W alternator
Ignition	HT battery/capacity (CD)
TRANSMISSION	
Clutch	Single dry plate
Manual gear box	Porsche synchromesh
Number of speeds	5 forward, 1 reverse
Final drive	Spiral bevel, differential
Rear axle half shafts	Double universal joint
Final drive ratio	3.875:1
CHASSIS SUSPENSION	
	Self-supporting body shell independent front suspension with wishbone and shock absorber struts
Front springs	Torsion bars
Rear suspension	Independent semi-trailing arms
Rear springs	1 transverse torsion per wheel
Shock absorbers	Front and rear hydraulic double-acting shock absorbers
Stabilizers	Stabilizer bar, front and rear
Foot brake	Hydraulic circuit with ventilated discs at all 4 wheels
Rims	6 x 15 pressure–cast alloy
Tires	185/70 VR 15
Steering	Rack and pinion
CAPACITIES	
Engine	Approx. 2.90 US gal., summer SAE 30/ winter SAE 20
Gear box and final drive	Approx. 0.79 US gal., SAE 90 hypoid gear oil
Fuel tank	21.13 US gal., including 2.11 US gal. reserve
Windshield washer reservoir	Approx. 2.24 US gal.
DIMENSIONS	
Wheelbase	2271 mm (89.4 in.)
Track, front	1372 mm (54.06 in.)
Track, rear	1354 mm (53.31 in.)
Length	4291 mm (168.94 in.)
Width	1610 mm (63.4 in.)
Height (unladen)	1320 mm (52.0 in.)
Ground clearance (unladen)	180 mm (7.0 in.)
Turning diameter	10.7 mm (35 ft. 2 in.)
WEIGHTS	
Unladen weight	2425 lbs.
Permissible gross weight	3086 lbs.

TECHNICAL SPECIFICATIONS
1976 TURBO CARRERA

ENGINE	
Number of cylinders	6
Bore mm (in.)	95 (3.74)
Stroke mm (in.)	70.4 (2.77)
Displacement ccm (cu. in.)	2993 (182.64)
Compression ratio	6.5:1
Engine output HP (SAE net) at engine speed RPM	234 5500
Max. Torque SAE net at engine speed RPM	246 ft. lbs. 4500
Fuel octane requirement	96
ENGINE DESIGN	
Layout	Air cooled four cycle horizontally opposed
Crankcase	Light alloy, larger cylinder bore and oil lub. system
Cylinders	Light alloy (larger than 911)
Valve position in cylinder head	Reduced valve angle—intake 25°30′ (26°30′) —exhaust 30°15′ (31°30′)
Valve operation	Single overhead camshaft for each cylinder bank
Camshaft drive	By double chain
Crankshaft	Forged steel, 8 main bearings
Lubrication	Dry sump with separate oil tank, thermostatically controlled oil cooling, full flow oil filter (larger oil pump than 911)
Fuel supply	Two fuel pumps
Mixture supply	CIS injection with warm start compensation
ELECTRICAL SYSTEM	
Battery voltage V	12 volt
Battery rating (Amp/hr)	66
Generator	980 w/70 Amp
Ignition	Breakerless CD ignition
TRANSMISSION	Type 930
Clutch	Single dry plate
Manual gear box	New gear box, new synchronization
Number of speeds	4 only
Final drive	Spiral bevel, differential
Rear axle half shafts	Double universal joint
Ratio — 1st gear	16/36 i=2.25
2nd gear	23/30 i=1.3043
3rd gear	28/25 i=0.8929
4th gear	32/21 i=0.6563
reverse	16/39 i=2.4375
Final drive ratio	9/38 i=4.222
CHASSIS SUSPENSION	
Front springs	Self-supporting body shell independent front suspension with wishbone and shock absorber struts
Rear suspension	Torsion bars
Rear springs	Independent semi-trailing arms
Shock absorbers	1 transverse torsion per wheel
Stabilizers	Bilstein, gas filled
Foot brake	Front-18 mm, Rear-18 mm Hydraulic circuit with ventilated discs at all four wheels
Rims	Front 7″, rear 8″
Tires	Front 185/70 VR 15 tubeless rear 215/70 VR 15 tubeless
Steering	Rack and pinion
CAPACITIES	
Gear box and final drive	Approx. 3.43 US gal.
Fuel tank	Approx. 21.13 US gal.
Windshield washer reservoir	Approx. 2.24 US gal.
DIMENSIONS	
Wheelbase	2272 mm (89.45 in.)
Track, front	1432 mm (56.38 in.)
Track, rear	1501 mm (59.09 in.)
Length	4291 mm (168.94 in.)
Width	1775 mm (69.88 in.)
Height (unladen)	1320 mm (51.97 in.)
Ground clearance (unladen)	150 mm (5.90 in.)
Turning diameter	10.8 mm (35.43 ft.)
WEIGHTS	
Unladen weight	2514 lbs.
Permissible gross weight	3241 lbs.

1976
TURBO CARRERA



There is no doubt that the Turbo Carrera is the pinnacle of the development of the 911 series. It is unquestionably the fastest production car money can buy today and the fastest street Porsche ever built. For details on the history and development of the turbo engine, see factory engineer Hans Mezger's article in this issue. Here we'll try to give you some general impressions.

In action, the Turbo Carrera is almost too quiet. It is much quieter than a 911 and the normal signals that transmit sensation of speed will deceive you. Nevertheless, as a trip around the oval demonstrated, the Turbo Carrera lays an honest claim to a top speed of 160 mph. Acceleration from zero to 60 is good, but not shattering. Acceleration from 60 to 120 mph is startling. It is simply much, much faster than anything else on the road.

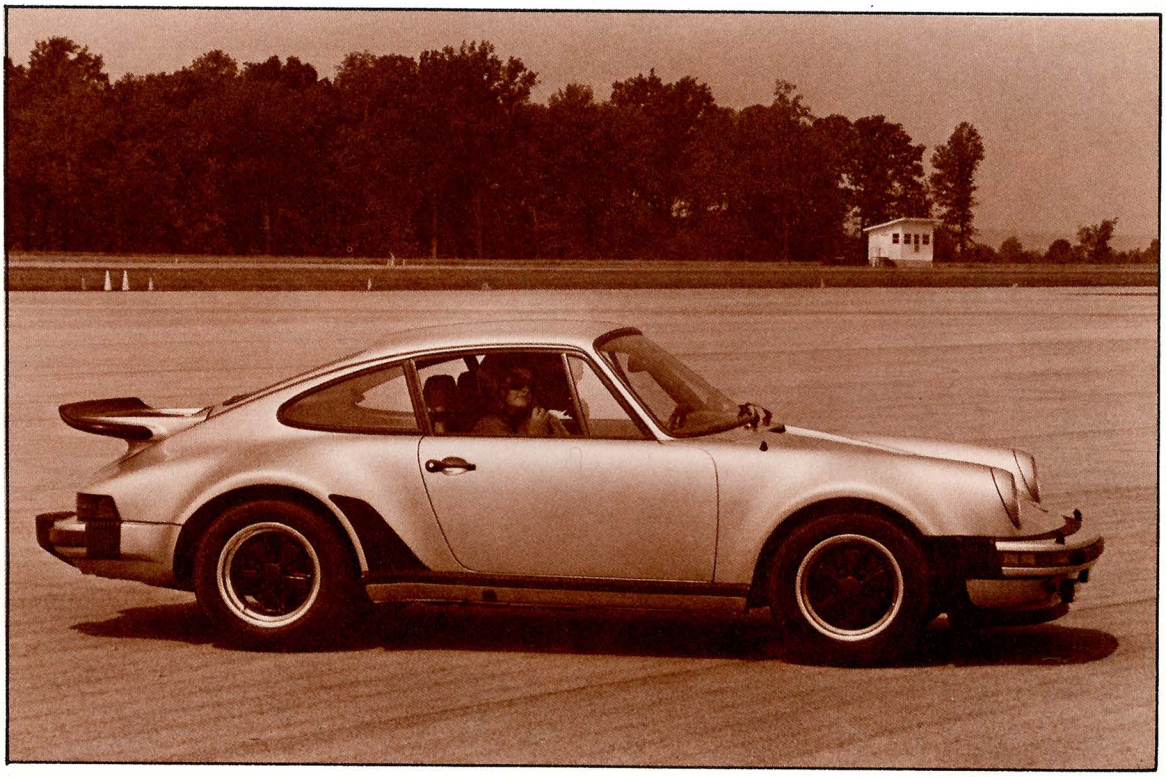
Basically, the U. S. and German versions of the Turbo Carrera are identical. The clean and quiet turbo engine means that there are no sacrifices to U. S. regulations with the exception of the tires. European Turbos are fitted with 50 series tires which will not meet U. S. bumper height restrictions. U. S. cars get 60 series tires. Premium fuel is required.

Improved suspension geometry provides superb handling for the Turbo. Essentially, it is much like the RSR, but has more wheel travel for highway conditions.

The four speed transmission is thoroughly adequate. Second gear is good to 90 mph, third will get you to 120 mph and is versatile for all round performance from 50 to 120 mph. The car is incredibly flexible.

On the inside, the Turbo is more grand than any previous 911. An all leather interior is standard and on the model we tested, the leather was

1976 TURBO CARRERA continued



beautifully supple. Leather door panels are padded and seamed, as is the backwall. As a special touch, the cut pile carpet on the back deck is sheared to produce the Turbo logo in relief.

There are only three major options: sunroof, seats and limited slip differential. Everything else is standard. You can have any color Turbo Carrera you want at no extra charge. The leather, air conditioner, Blaupunkt stereo (4 speakers), headlight washers, heatable and electrically adjustable outside mirror, rear window wiper, power antenna, Bilstein shocks, engine compartment light, leather covered sport steering wheel, rectangular fog lights, automatic heat control, etc., etc., are all standard equipment. Oddly missing in this long list of luxuries is a courtesy mirror on the passenger's sun visor. But then, it has been missing on all 911's for several years and one can only wonder why.

The price for all this splendor, not surprisingly, is stiff. At about $26,000 each, Porsche expects to produce 400 Turbo Carreras in 1976. It is a limited edition in the very best sense; in terms of quality, performance and rarity. It seems clear that Porsche is building this car for a more fundamental reason than profit. It can be built by no-one else.

With the introduction of the Turbo Carrera, the old Porsche advertising phrase achieves a literal validity. Indeed, the only thing this Porsche shares with other cars is the road. —BJT

Panorama *extends sincere thanks to Tom McDonald and Porsche Audi Division for the opportunity to see, drive and photograph the 1976 Porsches. With their permission,* Panorama *has been able to provide the first published information available on this outstanding group of automobiles. In coming months, look for in depth road tests and driving impressions of the 912E and Turbo Carrera. Cars for these coming features have also been provided through the courtesy of Porsche Audi Division.*

Developing the TURBO CARRERA

By Hans Mezger

Only a third of total fuel energy is converted into engine performance and can be used for driving a car. One third is lost by cooling and another third is lost by exhaust. An exhaust turbocharger system uses part of the otherwise lost exhaust energy for driving a turbine which powers a compressor. The compressor feeds the engine with compressed intake air, thus producing a higher output.

The Porsche Turbo Carrera has a 3 liter turbocharged engine which is based on the proven air-cooled six cylinder 911 engine. At the end of 1973 Porsche started developing this new engine, but the true story of the Porsche Turbo begins a few years earlier.

In 1971, the FIA changed regulations for the Manufacturers World Championship. The new regulations said that in 1972, cars with a displacement of more than three liters were no longer permitted. Our successful five liter 917 sports car was out of the race.

Porsche then decided to participate in Can Am races with a modified version of the 917. For years Can Am races were won by cars having big V8 engines with an output of 700 or even 800 HP. The normally aspirated 5 liter 917 engine had an output of 630 HP, not enough to be competitive.

We decided to develop an exhaust turbocharger system for the 12 cylinder engine and not to use an existing 16 cylinder engine of some six or seven liter displacement. The successful races in Can Am and European Interserie have shown that it was a good decision.

In the first Can-Am season (1972), the turbocharged Porsche 917/10 won six of nine races, and in 1973 the 1100 HP 917/30 won all eight Can Am events. In 1972, 1973 and 1974, the European Interseries was also won.

These good results were not self-evident. Up to that time, it was generally believed that a turbocharged engine could be employed on high speed tracks only, with few curves, such as race ovals like Indianapolis.

When we started developing the Can Am 917, the disadvantage of the turbocharge system, a delay in engine action, actually caused some concern and was the number one problem during Can Am preparations. This problem, which in racing proved to be quite a handicap, was the reason turbocharged race cars had not been competitive on normal race tracks. This specific property of turbocharged engines — a lack in response and unsatisfying engine handling — is a big handicap, too, under normal road conditions. It is one of the reasons why only a small number of road cars have been powered by a turbocharged engine up to now.

The exhaust turbocharger is not a Porsche invention, but Porsche engineers have set a new standard in turbocharging automotive engines by improving the turbocharger system itself, by modifying the engine for turbocharging and by the application of new and better control systems.

The 917 Can Am Porsche was the first successful road racing car equipped with a turbocharged engine. Its 5.4 liter 12 cylinder engine had an output of 1100 HP.

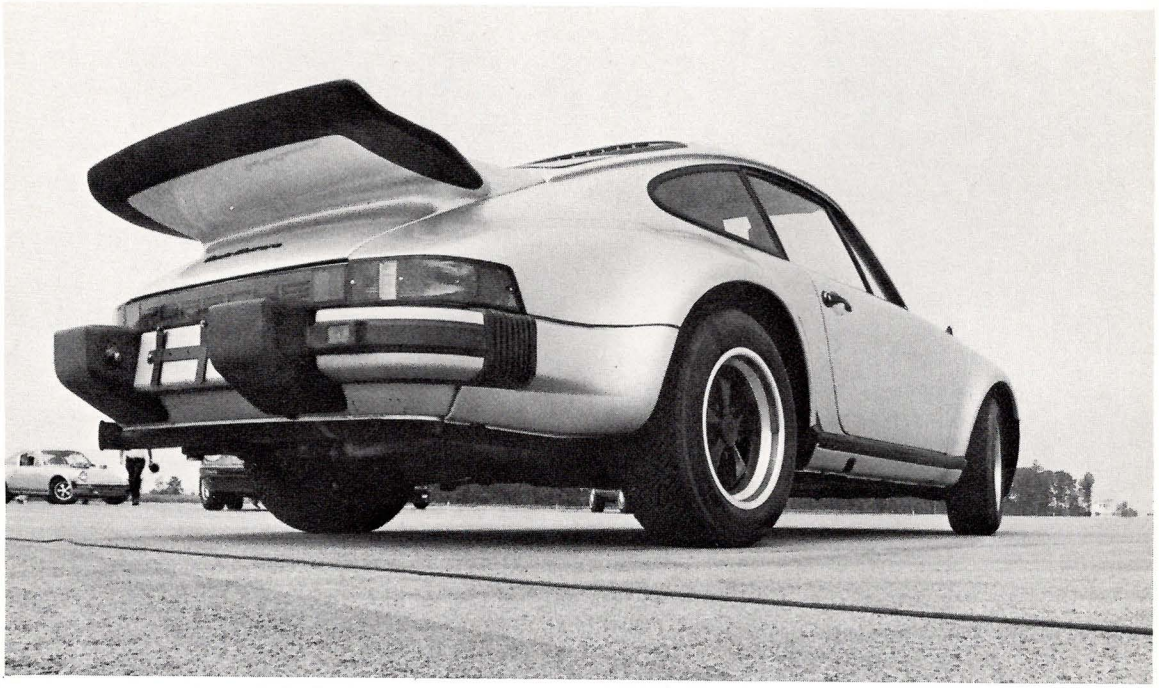
The next step in Porsche's turbo activities was the Race Turbo Carrera. It was a modified 911, powered by a turbocharged 500 HP 2.1 liter six cylinder engine based on the 911 production engine. This car, closely related to 911 production, was raced in 1974. The Porsche engineers obtained a good deal of experience, again. Some more improvements were realized in turbocharging by using an air-to-air intercooler, for instance.

All the experience and know how gained from racing was applied to the production Turbo Carrera. Its engine in principle employs the same turbocharging arrangement and the same control devices as the Porsche racing engines did. In racing, engine performance of the 12 and six cylinder engines was between 210 and 240 HP per liter at a boost of about 1.45 Kp/cm^2 (20 psi) over atmosphere. In the road turbo three liter engine, boost is 0.8 Kp/cm^2 (11 psi) over atmosphere and the output is 234 HP (SAE net) or 78 HP per liter at 5500 rpm.

The smaller charging pressure and the smaller output per liter will guarantee good reliability and even better engine handling under starting, idling and city traffic conditions; but the engine will be a "hot" one, if the driver wants it to be.

For good turbo engine response, it is necessary to use a turbocharger which will produce a high pressure at low engine speed. At high engine speed and full throttle, the charging pres-

Developing the TURBO CARRERA continued



sure has to be limited. In both racing and production turbos, the same charging pressure regulating valve, called a "waste gate," is used. It allows the high energy exhaust gases to bypass the turbine when charging pressure limit is attained.

In our racing engines, the waste gate has a screw allowing the adjustment of the maximum pressure and thus the engine output. Racing people called it the "power screw." When boost was increased by 0.1 Kp/cm^2, maximum output of the 5.4 liter engine increased by about 50 HP. In Mark Donohue's 1973 917/30, we installed a simple device allowing him to alter boost and thus engine performance even during the race. Mark made use of it in 1973 at Mid-Ohio when he beat George Follmer.

Of course, there is not such a "performance device" in the cockpit of the road Turbo Carrera.

With the racing engines we took care of performance, drivability and reliability. In the case of the road turbo engine we had to do more. We had to meet current noise and exhaust emission standards. It wasn't very difficult to keep the noise level down because the exhaust turbocharger itself has a silencing effect by reducing exhaust gas pulsation.

A great help in meeting U. S. and the more severe California exhaust emission standards was the application of the K-Jetronic fuel injection system to the Turbo Carrera. Contrary to the conventional systems and to the mechanical plunger type system we used in racing, the K-Jetronic is a continuous fuel flow injection system (CID), already familiar from the 911 2.4 and 2.7 liter engines.

Its working principle depends on measuring the intake air flow directly by an air sensor plate to determine the amount of fuel to be injected. The sensor plate is moved by the intake air flow. Depending on the momentary amount of air flow, the plate will have a certain position. A plunger, actuated by the sensor plate via a lever, will open or close six slits (for six cylinders), thus controlling the fuel flow.

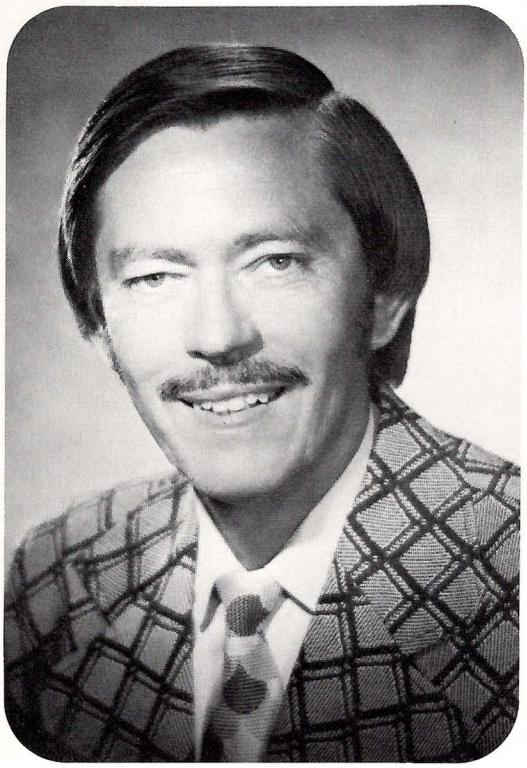
The controlling air flow sensor plate is placed upstream from the turbocharger. Therefore the exact amount of air flow is measured **not** dependent on the manifold pressure supplied by the charger. Thus fuel flow need not be corrected with a "charge factor" as known in other systems.

In the past two or three years a big step forward in turbocharging and its automotive application was made by improving throttle response and reliability. Exhaust turbocharging allows us to have a small and light engine with comparatively high performance and cultivated behavior under any driving conditions.

A well engineered turbocharging system has helped to build both a "smooth and hot" engine in one and to produce a car that is fun to drive at any speed. ■

A Weissach based engineer with Porsche AG, Hans Mezger was on hand for the introduction of Porsche's 1976 models at the Ohio Transportation Research Center.

From the President



To the members of the Porsche Club of America:

With the heavy schedule of the past few months, it seems a good time to share with you some of my thoughts concerning the condition and direction of the Club. First, the 1975 Porsche Parade is now history and the members of the National Staff join me in extending sincere congratulations to Bill Pielow, Jr. and his entire staff of Pacific Northwest Region and the supporting Regions, for producing one of the finest Parades ever.

I recently had the opportunity to visit Brainerd, Minnesota and inspect the facilities and sites for the 1976 Parade hosted by Nord Stern Region. Let me assure you that the resort complex and atmosphere, Brainerd International Raceway, the clear lakes surrounded by timbered countryside, the weather and the enthusiasm and dedication of the Nord Stern members all blend together to insure another great Parade in 1976.

Membership growth continues at a somewhat slower pace than earlier in the year. The advent of the classified ad in **Road & Track,** mentioned earlier, should insure a healthy growth rate. At the time of this writing, it appears this ad will stimulate about 100 inquiries per month. Recent legislative and executive action includes the appointment of a new Parade Competition Committee with geographical representation from around the country. They are charged with the responsibility of publishing the PCR changes in the January **Pano** which will make this information available earlier in the year. Numerous by-law changes have been under consideration all year and were submitted for your comment in the September **Pano.** Ample time has been provided to publish different points of view before balloting.

The increase in dues from $18 to $24 per year has received the most attention and some information on that decision might be of interest here. It has been known for some time that costs, both for the Regions and for National have been increasing. At the beginning of this year, the Executive Council undertook the study of needs based on past financial information. Regional needs were difficult to establish since every Region has different problems and some, of course, have Regional dues to supplement the 27.77 per cent of national dues returned to them. When 1974 statements became available in April, it was apparent that the change over from calendar to anniversary billing had created substantial unearned income (received but not earned in calendar 1974) for National and the Regions. Since PCA has always maintained their records on a cash basis rather than the accrual method, it was not until late Spring that it became apparent that this fact had kept PCA National out of severe financial trouble. A dues increase was imminent and overdue, and since dues changes are the responsibility of the Board of Directors who meet only twice per year, it was necessary to act quickly and accurately. A great deal of time was spent by the Council with the Zone Representatives and the Board of Directors to determine the need, the amount, the refund and the date. The members of the Board, which includes the Regional Presidents, voted unanimously for the increase. The return to the Regions will now be $6.66 instead of the former $5.00 and it is hoped that this will give some relief for some time to come. A 33% increase was substantial but I believe it was fair in the light of present day prices. 1969 income just will not meet 1975 or 1976 expenses.

Other items of business have been previously reported in **Pano** but the manner in which these matters come to the Council and the Board is important. I now find a strong flow of information coming from the Regions through the Zone Representatives to the National Officers. It encourages me to believe that we have a good system and that diligent effort will make it even better.

M. B. Williams
National President

from Frankfurt:

Doing Away With The THROW~AWAY CAR

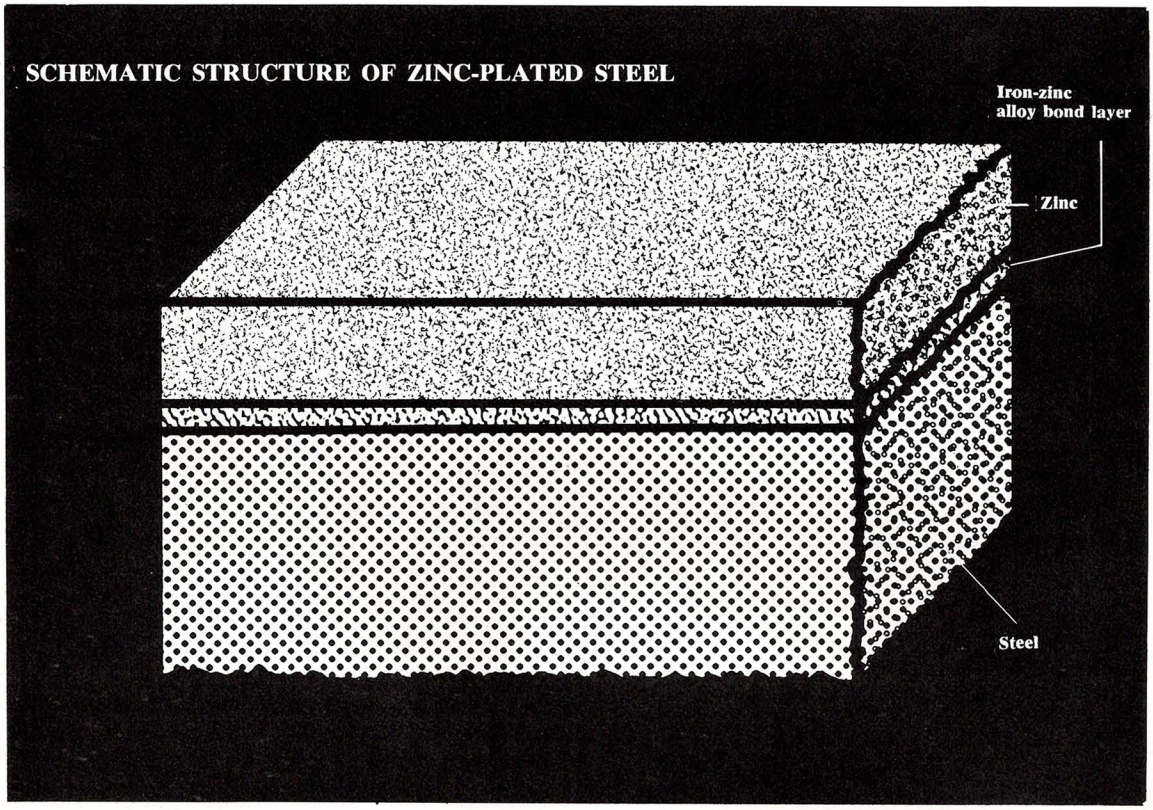
The big news from Porsche at the International Motor Show in Frankfurt last month is the introduction of a hot galvanizing process for the entire body shell of the car (excepting the roof) so effective in combatting corrosion that the factory is providing a warranty of six years on the heavy duty components of the body.

Hot galvanized sheet metal for the body

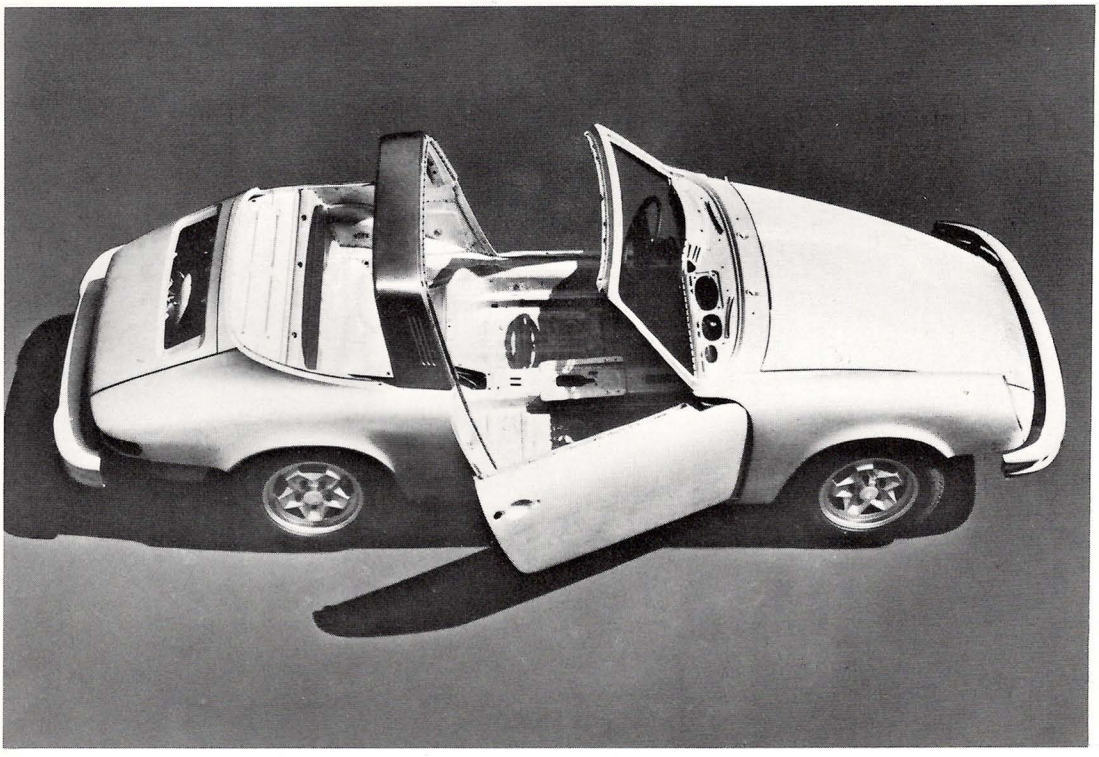
In 1976, Porsche will use hot galvanized sheet metal for the bodies of the 911 range of models. The Thyssen-sheet steel coated on both sides offers protection against corrosion for many years, particularly in normally vulnerable areas. Porsche has reworked 911 body dies to accept the new process.

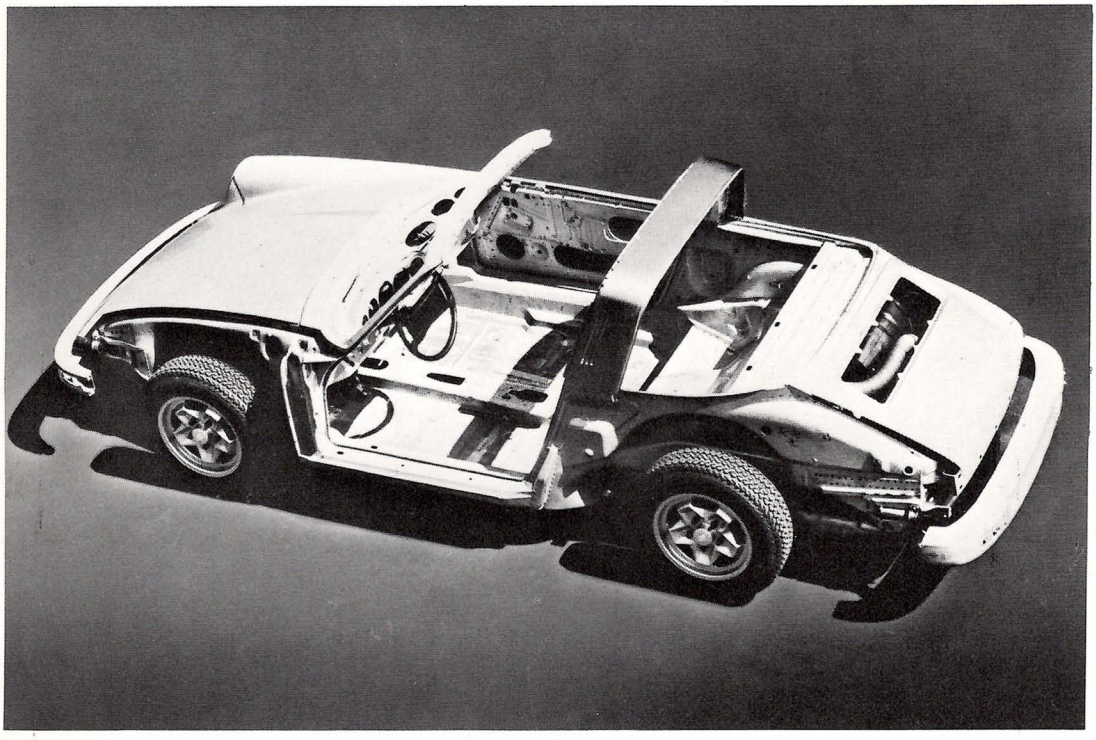
Hot galvanizing was chosen only after lengthy tests with other methods of zinc coating. Several advantages finally tipped the scales in favor. The zinc coating on both sides of the sheet metal is thicker. Minimum thickness is 10 microns, but goes up to 20 microns at particularly exposed areas such as rocker panels or front axle mountings, and to 50 microns at the rear axle tube. In addition, there is an intermediate layer which comes into being only through the high temperatures of hot galvanizing and consists of an inter-metallic iron-zinc alloy. In the event of damage to the protective coating, hot galvanized sheet metal develops a cathodic protection. A series of electric tensions (zinc = anode, iron = cathode) causes zinc to automatically spread over distances of several millimeters. Since damages to the interior side of the sheet metal are rare, protection against corrosion on the inside is nearly perfect.

What happens when repair work such as cutting or welding lead to damages of the protective coating? This aspect was also taken into consideration during the course of the tests. By applying a relevant primer coating (e.g. zinc dust painting), the corrosion protection is largely restored and maintained.



The steel that is used has a plating of 10 microns of zinc on each side. 20 microns of zinc per side is applied to parts which are exposed to special danger of corrosion, in the areas under the body where water is splashed, such as the rocker panels, longitudinal chassis bars and axle supports. 20 microns of zinc is 275 grams of zinc per square meter of steel. Combined with Porsche's high strength paint, which has proven itself over many years,. this gives outstanding protection against corrosion.





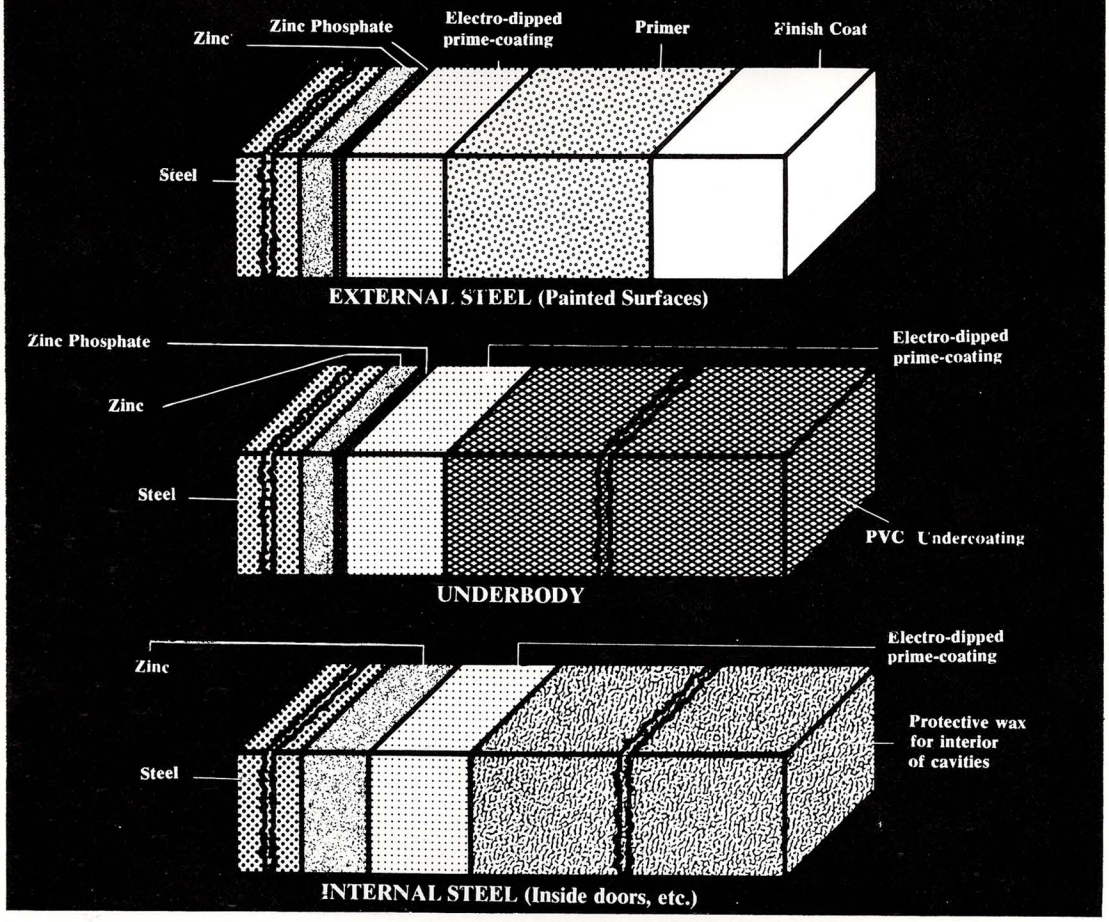
Doing Away With The THROW~AWAY CAR continued

Rust formation on automobile bodies is caused primarily by salt scattered on streets, which acts in combination with atmospheric factors such as:

Mist, rain, snow or ice
Oxygen
Carbonic acid
Sulphuric acid
Salt mist
Corrosive particles in exhaust gases

Effective and expensive painting procedures are used to protect against these corrosive agents. The painting of raw Porsche bodies consists of 27 individual work steps.

STRUCTURE OF PROTECTIVE LAYERS IN PORSCHE PAINTING



Aluminum components

The introduction of hot galvanized sheet metal is the latest measure in an extensive program to extend the durability and increase the economy of the Porsche car. Other durability precautions already in production such as long life sealing (with no repetitive processing), underbody protection, as well as the high quality finish of Porsche cars with electro-prime-coating will be retained fully.

Since 1973, 911 models have featured a completely corrosion-proof and, therefore, unpainted exhaust system made of high grade steel. The fuel tank is lead coated on the inside and PVC-coated on the outside. The oil tank is now aluminized by heat to prevent corrosion.

The use of aluminum components has steadily increased and now includes bumpers, wheels, rear axle trailing arms, front axle transverse bar, engine housing, cylinders and pistons, gear box and steering gear housing. The use of aluminum improves both durability and economical gross vehicle weight.

The long life 911 appears to become a reality with the introduction of hot galvanized sheet metal and a six year warranty on body components as announced to the European public at Frankfurt.

To date there has been no announcement from Volkswagen of America, Inc., the U. S. Importer, as to whether the body warranty will be extended to those cars sold in the United States.

Driving In Its Finest Form: Part two

The Forces Which Keep You On (Or Put You Off) The Road

by Robert A. White/Chicago Region

In learning to understand (note I did not say "drive") your Porsche and how it can or can not respond to your commands, it is necessary to have some idea about the various forces to which it is reacting. **Webster's** defines a force as ". . . the cause of a motion or of a change or stoppage of a motion." Thus, how a car responds under the influence of the forces acting upon it is vitally important, since some change in the vehicle's motion will be the result! In contrast to some other cars, the Porsche is designed to react to these forces in a controllable and predictable manner. The emphasis is on the words controllable and predictable.

There has been considerable argument about vehicle control in the press and elsewhere. Many have pointed to cars with rear weight bias and their terminal characteristic of the rear end spinning out, saying they are unstable or worse. Actually, the crucial point with any vehicle, be it a car, airplane, or unicycle is that its characteristics be, again, controllable and predictable within its range of operating speeds. Any of you who have driven early 356's know the importance of this in terms of keeping the rear end behind the front and **how** controllable and predictable the current Porsches are.

What then are the forces which act on both you and your Porsche, that are the cause of vehicle motions? There are only three basic forces to worry about and they come from some very basic laws of nature, almost all attributable to Sir Isaac Newton (1642-1727). They are centrifugal forces, inertia forces, and frictional forces. Actually the first two are related, but that is not important. For simplicity in discussing basic car characteristics, the aerodynamic forces which also act on the car will be ignored. The fact that the same forces are acting on you, the driver, and the car is helpful in that it allows you to feel the forces directly as well as through the seat and controls.

The relationship between the basic laws of nature and your car is commonly used in such areas as highway design and effects us daily, although most of us never realize it. For example, the classic highway sign shown in Fig. 1 with the corresponding suggested or designed speed relates the size of an upcoming turn to the grip of the tires (friction) at the road surface along with a safety factor. The manner in which it is used is shown in Fig. 2. The suggested speed is for a friction value far below that actually obtainable **in the dry** and thus you have a safety factor in case you are going too quickly on an unknown road. Under wet or icy conditions, the suggested speed may be too high!

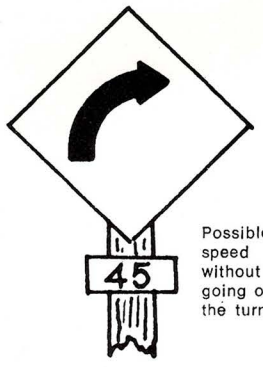


Fig. 1

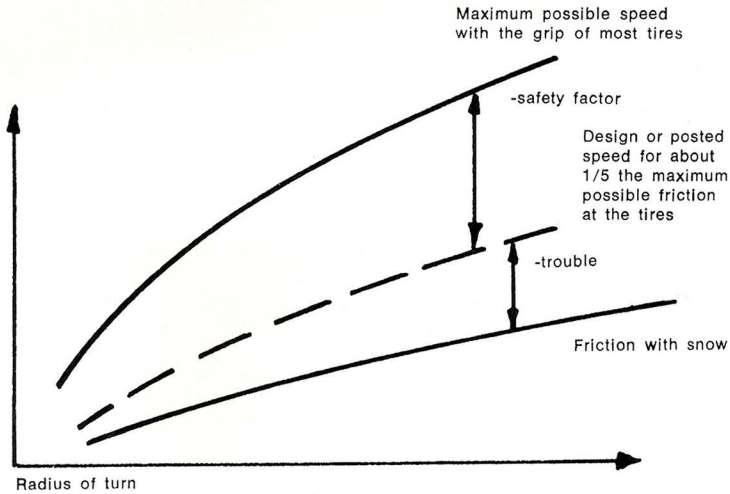
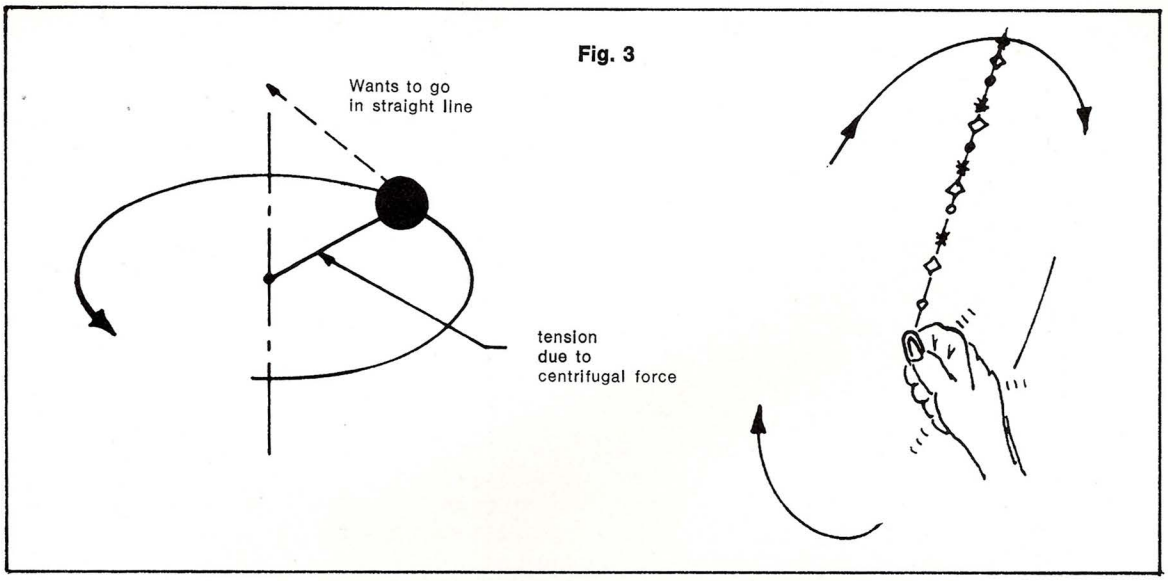

Maximum possible speed with the grip of most tires
-safety factor
Design or posted speed for about 1/5 the maximum possible friction at the tires
-trouble
Friction with snow
Radius of turn

Fig. 2



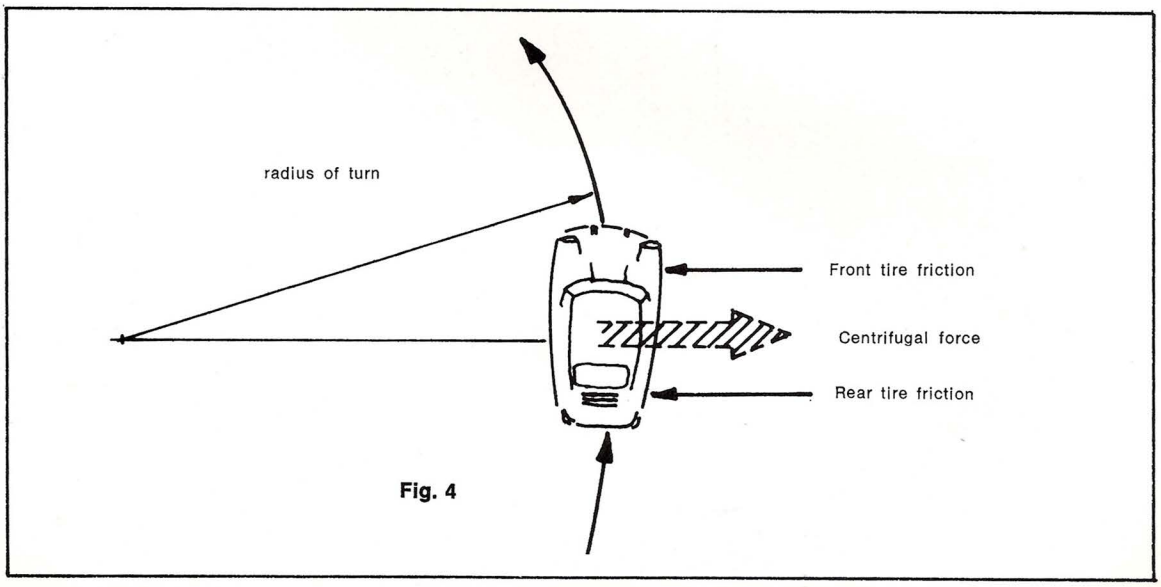
The first of the forces is plain, old-fashioned centrifugal force, the force you feel when you spin a watch, necklace, or ball on the end of a string, as shown in Fig. 3.

The fact is that the ball or parts of the necklace want to go in a straight line and some force (remember **Webster's** definition) is required to make it go in the circular path. The force required depends on the weight of the object, on the speed the object is moving, and the radius of the circle. The greater the circle size the smaller the force, and, the higher the speed the greater the force. Actually the force is related to the speed two times (the speed squared) so that twice the speed gives four times the force!

For your Porsche, the force acts as shown in Fig. 4.

It acts basically at a point in the center of the car. This same force also causes the car to roll since it acts near the weight center and the effect is shown in Fig. 5.

This effect is similar to standing next to the car and pushing on it. The centrifugal force wants to make your car go straight rather than turn and at the same time roll on its springs. It is also why many people tilt their heads when they go around a turn, attempting in part to counteract the force. This is a serious mistake, however. You should keep your head up straight, again see Fig. 5. Your distance and judgment is severely reduced if you view the world at an angle. If you don't believe me, try eating dinner some evening with your head canted at an odd angle to the dining table.



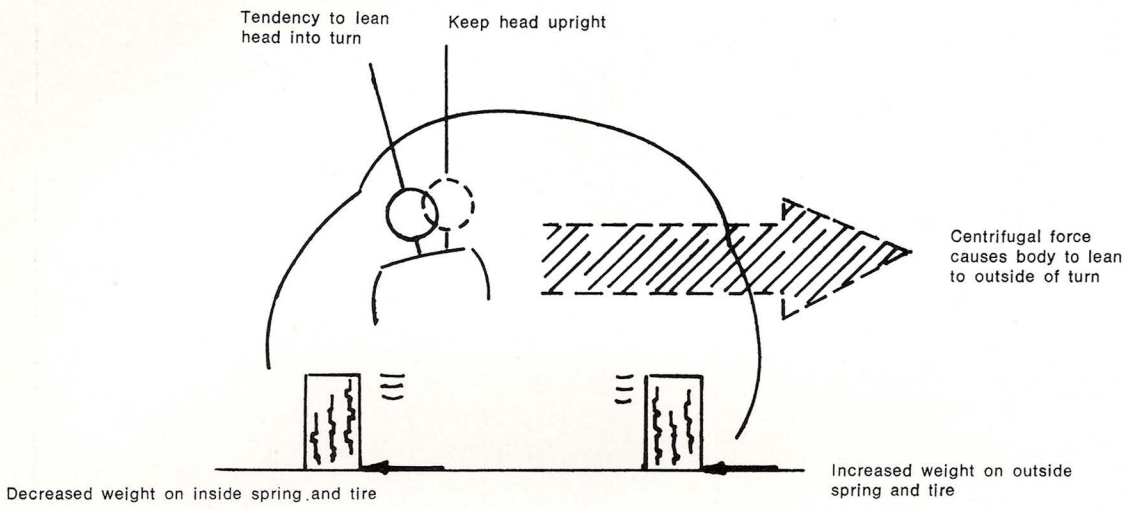

Tendency to lean head into turn
Keep head upright
Centrifugal force causes body to lean to outside of turn
Decreased weight on inside spring and tire
Increased weight on outside spring and tire

Fig. 5

The second type of forces are inertia forces, of which centrifugal force is actually a form. Inertia forces are like human inertia . . . they resist change, any change, and are dependent on an object's weight. If you like, it is like human inertia in that it is easiest to just keep on doing the same thing. Thus, if the car is stopped it wants to stay stopped and if it is moving it wants to keep moving in the same direction and at the same speed. It is rather like sliding on ice as you did as a child, and at some point your feet hit a dry spot . . . your body wanted to keep on moving and you flopped flat on your face. Another good example is the "stomach in your mouth" sensation when you ride in an elevator which starts down suddenly. Your car wants to do the same thing, so when you step on the gas or brakes, the "inertia" or the resistance of the weight to change of speed resists the change. As shown in Fig. 6, the resulting inertia force causes the car to pitch forward or back and changes the load on the front or rear tires. For all practical purposes, inertia is the resistance of the vehicle weight to changes in speed.

There is also rotational inertia, which depends on the weight and distribution of that weight. Most people do not realize that to negotiate a

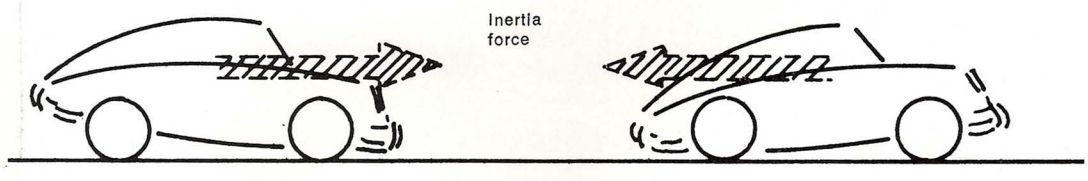


Fig. 6

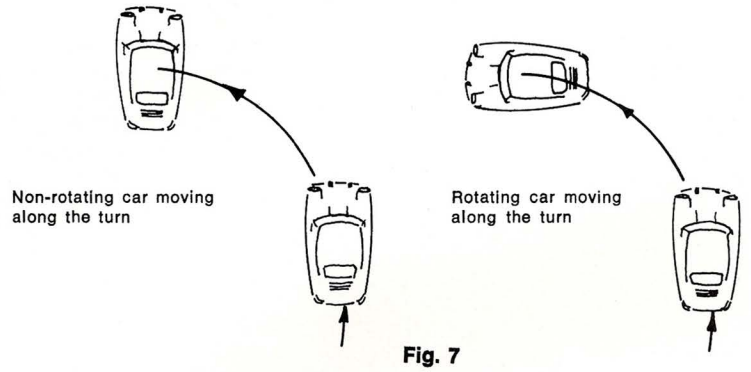


Fig. 7

turn, your car must rotate as well as move along a curved path, as shown in Fig. 7.

The car must rotate and rotational inertia resists the start of the rotation and then wants to keep on rotating, once it is started. This is evident when you suddenly turn the steering wheel and the car keeps on going straight for an instant, before it begins to rotate and turn. How this is related to the distribution of the weight is shown in Fig. 8 for two systems of equal weight but different distributions.

Professional ice skaters take advantage of this when they do spins. If they hold their arms out, the rotational inertia is higher and they spin slowly. If they pull their arms in, they spin faster since the rotational inertia has been reduced. This characteristic of rotational inertia is one of the reasons why race cars have all their weight in the center, which allows the car to react (rotate) quickly, as required in turning maneuvers, particularly sudden ones.

The last force is due to friction. It is the one force which is not trying to keep your car from doing what you want it to. Friction is the force developed at the tires (grip) and which allows the car to stop and turn. This is seen in Fig. 4 for a car going around a turn. The frictional forces at the tire must balance the centrifugal force or the car slides in the direction of the centrifugal force, that is, out of the turn. There must also be a balance front and rear to the friction force to determine the vehicle rotation.

These then are the major forces you want to feel for as you drive and ride in your car: (1) the centrifugal force trying to push the car out of the turn, that tries to slide you out of your seat and tilt your head, that causes the car to roll, (2) the inertia forces that cause the car and you to pitch forward or back when braking or accelerating, (3) the rotational inertia that wants to keep the car from rotating or keep on rotating (spinning) in a turn, and most important (4) those frictional forces at the tires that keep you on the road and hopefully balance the other forces.

As you drive in the coming weeks, feel for these forces and learn to recognize them. Note the time over which you can feel them. In the next two articles we will discuss how they affect the handling and how you must learn to **use** and not **be used** by them.

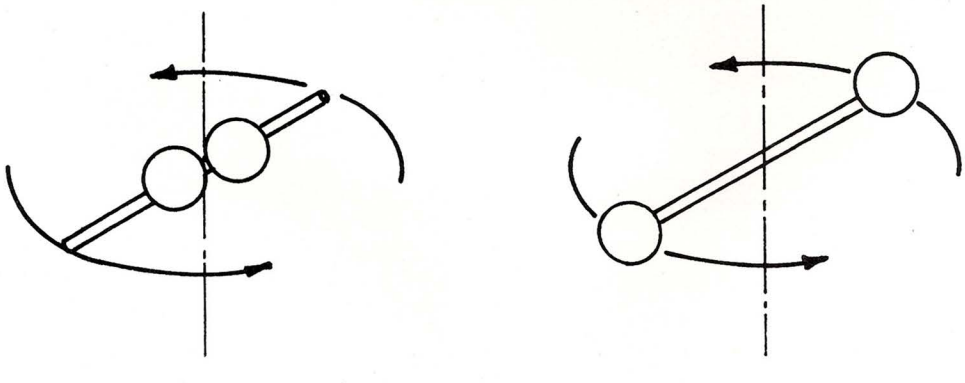

Low rotational inertia since
the weight is close to the axis
High rotational inertia since
the weight is far from the axis

Fig. 8

SECA SOLO 1975

by Glenn Hills - Loma Prieta Region

FROM THE BRIDGE—one of the seven run groups line up under Start/Finish line in preparation for practice session.

On the Labor Day weekend, 1975, a green flag waved, starting the largest non-racing event in the long history of Laguna Seca Raceway in Monterey, Cal. Drivers Education and Time Trials had come to Zone 7, full blown with the smashing success of Loma Prieta Region's "Seca Solo."

Friday evening, drivers and instructors from 14 regions arrived for the lecture on time trials given by Alan Johnson in Seaside, Cal. Event sponsor, Don Wester, opened his beautiful facilities for registration, teching and the lecture. The weekend mood was set as Alan's talk on the secrets of Laguna had everyone wondering if they had lost their minds, driving the family treasure at speed with others on the same track.

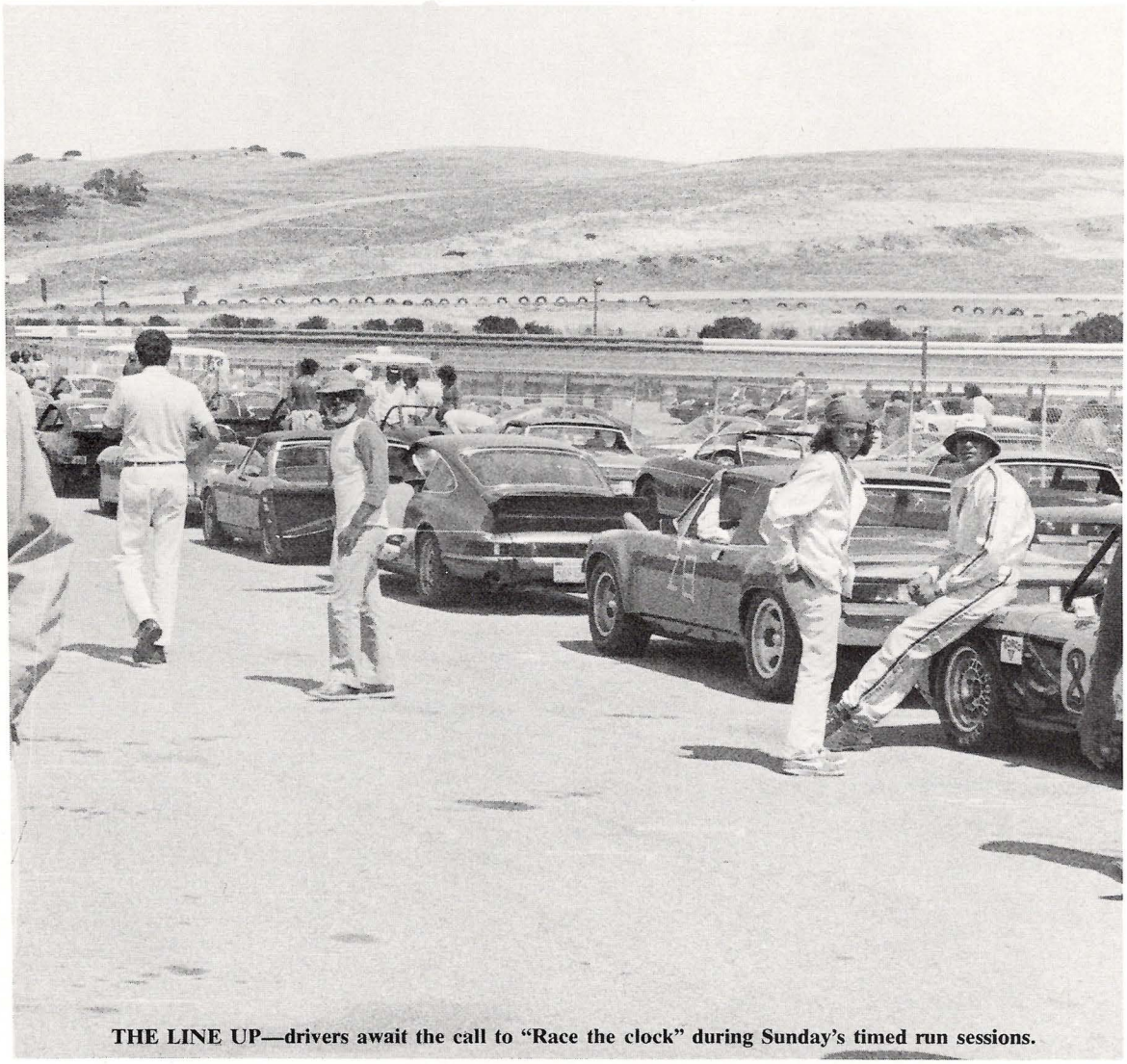
The track opened at 6 a.m. Saturday. While LPR staff members were busy setting up Registration, First Aid, Tech, CB radios, etc., the cars arrived. Some were trailered, some towed and all were emblazoned with car numbers, race tires and lights already taped.

The instructors had a breakfast meeting hosted by LPR. The course workers, REACT communications and USARM turn marshals, along with driver- entrants were deployed to all nine corners. Driver Education was only part of the training as all entrants, instructed in proper flagging methods and course emergency procedures, were required to train and participate in corner marshalling. Drivers were rotated in 40 minute sets, proving to be very popular as special insight and significance was to be gained from behind the flags.

Drivers were divided into eight run groups, with an average of 24 cars in most classes. Fifteen cars were in the unlimited race prepared car class. Four and six cylinder novices were the majority, almost 120 strong.

Instructors were given their list of students and quickly found their pupils on the grid. Helmets on, seat belts secure, instructors behind the wheel, the practice sessions began. The instructors drove the entrant's car for a lap or two to feel it's behavior and performance. After pitting, the drivers and instructors changed places and as fast as seatbelts could be snapped, the cars roared back out onto the track. Only controlled passing was allowed and no dicing was

SECA SOLO 1975



THE LINE UP—drivers await the call to "Race the clock" during Sunday's timed run sessions.

permitted. Very critical turn marshals watched, ready to call in any infraction requiring a black flag. The instructors really got a work out as more novices required instruction than had been anticipated.

Each driver had logged 45 minutes of Driver Education by sundown. With the day time activities ended, the beer and sausage party at Don Westers started. Unlimited draft beer, and as many sausages as one could stuff down. Then, almost $1,000.00 in doors prizes. The event received outstanding sponsorship from local Porsche-Audi dealers including Westers, Sunnyvale, Neufeld, California, Anderson-Behel and Martin-Johnson. Other local sponsors also contributed to the successful outcome with trophy monies and Porsche goodies for door prizes.

By 7:30 on Sunday morning, the first run group was out again onto the ribbon of asphalt that wound up, down and around the golden hills above Monterey. At 10:30 the timers were set up and the time trial was underway. The hot shoes were given the preference, one practice lap to warm up racing tires and two laps under the clock with the best time counting. The race prepared cars were beautiful; RSR's, Carrera's, 911's in exotic paint, exhaust roaring with deafening vibrations, all screaming through the gears out of the famous Turn 9 to disappear over the hill into Turn 1. Top Time of Day was turned by Bill Yates of the Orange Coast Region (77.11 seconds.) At noon came the special celebrity event. Don Wester brought a 1975 showroom 2 liter 914 roadster with no track preparation for competition between himself, Alan Johnson and Pete Sandholdt. Each had his run against the clock with Don the winner.

As the afternoon ran on, the mood quickened as times were posted and competitive positions could be seen. At 4:20 p.m. the last car timed in and the hot shoe cars again took to the track to reward dedicated course workers with a few laps at speed.

The 158 timed runs were completed, recorded and posted. Kegs of draft beer were tapped and emptied. Custom trophies were awarded to the tired but happy winners. As the fog rolled in, visions of Seca Solo 1976 were already forming in the minds of those who only needed "one more lap". ■

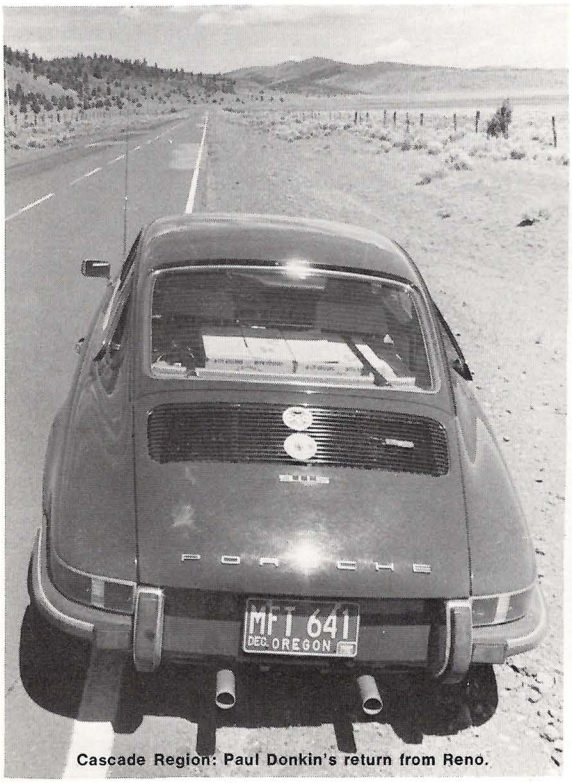
from the regions

JUDY YOUNG, Contributing Editor

This feature is under the supervision of Judy Young, Contributing Editor. Send news to her at 2500 Slater Mill Rd., Douglasville, Ga. 30134 before the first of the month preceding month of publication. For example, material for the October issue must be received before Sept. 1. Brief news items about your region receive priority over information in newsletter.

What a month so far! Between recovering from a bad case of overindulgence during the **PEACHSTATE** Rennfest, and trying to adjust the family to the loss of Albert the retarded Bassett Hound, it's been hectic. Seems Albert tried to live up to his name by crossing I-20 during the five o'clock rush, and lost the race. Albert Too has come to live with us, and shows every indication of being as unintelligent and lovable as his predecessor. Peachstate Region's Frisbee team welcomes this new member—he'll be better at the sport when he learns to run without tripping over his ears.

White and silver seemed to be the "in" colours at **CENTRAL IOWA** Region's 2nd Annual Summer Concours at Dr. S. M. Lehr's wooded acreage in Cedar Rapids. Most entrants were showing various models of their favorite marque in the above mentioned hues. Again CIR lucked out with blue skies, but with the temperature in the 90's, a lot of sweat was worked up cleaning the cars. The judging began as host Stu Lehr ducked out for an hour and a half to race in a local bicycle race (Porsche should make bicycles! Maserati does.) Winners were (1) Vance Becker, white 1974 911, (2) Carl Fricke, white 1966 912, (3) Bill Hayes, togo brown 1965 356C. Refreshments were furnished by Gruber Porsche-Audi of Cedar Rapids and the trophy beer stein by Rexroat Porsche Audi of East Moline, Illinois.



Cascade Region: Paul Donkin's return from Reno.

Members of the **GOLDEN GATE** Region learned that bicycle pedals don't operate nearly as easily as a Porsche accelerator pedal, during the San Francisco-to-Sausalito bike tour. And the seats on those 10-speed bikes leave a lot to be desired even when compared to a Speedster seat. Dick Spear, Golden Gate's resident bicycle hotshoe, organized a very enjoyable tour on a cool, sunny afternoon in spite of anatomical incompatibility with the bicycles. The tour started at the Ferry Building; from there, some forty bikers threaded past Fisherman's Wharf, through Ghiarandelli Square, past the Palace of Fine Arts, into the Presidio, and to the south side of the Golden Gate Bridge, where they were delayed by a film crew that was filming a "Streets of San Francisco" segment on the bike path. Once past the film crew, the long line of bikers pedalled over the bridge. From the north end of the bridge, the route went under the bridge and then over what appears to be a mountain pass when viewed over bicycle handlebars. From the crest of the mountain it was downhill racers all the way to Sausalito. After a picnic lunch, the bikers flaked out on the lawn in front of the ferry dock to wait for the ferry back to San Francisco. The next tour is to Hearst Castle by Porsche. Hopefully, they will have recuperated by then.

CANADA WEST Region held their first sporting event on August 17 in the form of a combination Mini Concours d'Elegance and a Photo Rallye. After the judging of the Concours the entrants were sent off on the Rallye, which consisted of a select group of pictures of everything from "crabs" to totem poles. Confusion reigned as to selecting the shortest route from the well scrambled selection of photos. The shortest mileage was 47 miles — the highest 80 miles. Beautiful trophies and dash plaques were awarded in three groups. A good start for a newly chartered region!

The month of August saw the **SACRAMENTO VALLEY** Region celebrating its dinner meeting at Macchiavelli in "beautiful downtown Sacramento". President Dan Boone regaled the group with uproarious anecdotes about the many SVR winners in various activities. (Apparently, Zone 7 swept the Parade with winners.) He and his raucous cohorts also had everyone holding their sides with laughter about the numerous hilarious incidents — most of which cannot be printed here. But besides all the fun, it was felt by the majority in attendance that this dinner was by far the best they have had in a long time, and the

Golden Gate Region: San Francisco to Sausalito Bike Tour.

service was outstanding, being personally supervised by Mr. Macchiavelli himself. Later in the month, SVR's leadership was given to an open championship Sacramento Valley Sports Car Council autocross at Cal Expo under the extremely capable chairmanship of Ted Colbert, with participation from numerous SVR members. Hope to have some pictures next month from the September 20 & 21 Carrera De Sierra, weekend rallye to Yosemite put on by rallyemaster Phillip "El Goose" Marks.

The newly formed **OCMULGEE** Region hosted the Loitwiare Rally and picnic in August. Fifteen cars left Macon, Georgia motoring through backroads including a covered bridge to Spewrell Bluff on the Flint River. After watermelon, picnics, and "tubing" down the Flint, first place trophies were given to James and Debra Melton, Novice class, and Bob and JoAnn Barrier, Experienced class, from Peachstate region. Thanks to the Kitchens and the Merrys for a rally in which no one got lost. These "Porsche roads" created enthusiasm for next year's Loitwiare '76.

The **FLORIDA CROWN** Region held an autocross on Sunday, August 17th at Whitehouse Field near Jacksonville in conjunction with the S.C.C.A. Regional Run-offs. The course was tight, ideal for Porsches, well marked with pylons and a white stripe down the center to guide drivers through the critical areas. Entry, either right or left, into the three slaloms, was left up to the individual driver. In order to attract more entrants, four runs for consistency, not fastest time, were made with all Porsches competing in the same class. In this way, you could drive the course as fast or as slow as you wished, since your last three timed runs were compared with your first base run. Both Mark Laszlo and Ron Weinert had trouble with this method, since they had slow first runs and tended to go faster in their later runs. Apparently it is easier to drive faster than slower in this type of event. Of course a D.N.F. or hit pylon ruins your consistency runs, as some found out. It was a good event and allowed the cars to be competitive without pushing to the limit.

Paul Donkin **(CASCADE)** is alive and well and living in Oregon with his new bride Cindy. Seems he found a lady who is as crazy over the '72s as he is. The picture was taken June 30th on return from Reno. If you're wondering what the cases contain, seems they're filled with "fire water" — Nevada booze is cheap—$8.60 for ½ gal. of Canadian Mist, which sells for around $14 elsewhere. Say, Paul, about your next trip to Reno ————————.

Fifteen **SAN JOAQUIN** Region stalwarts, most with gleefully grinning wives and girlfriends in attendance, abandoned their TVs and the opening day of the NFL season for a magnificent tour to California's fog-shrouded coast. The drive to Carmel-by-the-Sea was fairly routine, but tour director Harry Benov got a CB-full of cheers on the way home as the group pushed Dr. Porsche's finest through the rolling Coast Range over a road that would have given a snake convulsions. Up, down, over and around, from first-gear clatterings across cattle guards to sprints across darkened switchbacks, the drivers lucky enough to be along agreed it was a tour to be remembered. In between, the group met with Monterey Bay Region President Bob Lawson and other old friends from the San Francisco area for an afternoon of shopping and wandering through the narrow store-lined streets of Carmel. The evening was capped off by an excellent steakhouse dinner before the group fired up for the memorable drive home. Now, if some excuse can be thought of for going back again this weekend over the same roads. . . . .

So went the month — hope to have more black and white glossies next go-round, out of the great conglomeration of events scheduled for October, such as Carolina's Buckhorn Hill Climb, Peachstate's Lake Toxaway Mountain Tour, Florida Citrus' Octoberfest, Smoky Mountain's Octoberfest, and 1st Settlers' Winter Weekend. Arm your club photographer with a few rolls of good old inexpensive black and white film, try to keep him sober enough to focus throughout the week-end, and send me some of the results. Ciao, J.

letters

CHANGED YOUR ADDRESS?

Notify the PCA Executive Office of any change in your address as soon as possible so that your membership record can be kept up to-date. Include the region of your choice. Send changes to: PCA Executive Office, 5616 Clermont Drive, Alexandria, Va. 22310. **Do not send changes of address to the Panorama Editorial Office.**

Original Speedster Owners

Mike Robbins of Central Indiana asked if there were other original Speedster owners. Yes, I for one. Mine is a 1958 silver Speedster with 50,000 miles and all the original parts in like new condition (except tires and a racing engine). In the early 1960's I raced it in 14 SCCA races and also won some class trophies at concours. I drive it occasionally to keep things oiled and to prevent seals from drying out.

I have other cars, 911S, Turbo VW, an SCCA A Sedan, but nothing is as fine a car as the Speedster!

John C. Kerby-Miller
Redwood Region

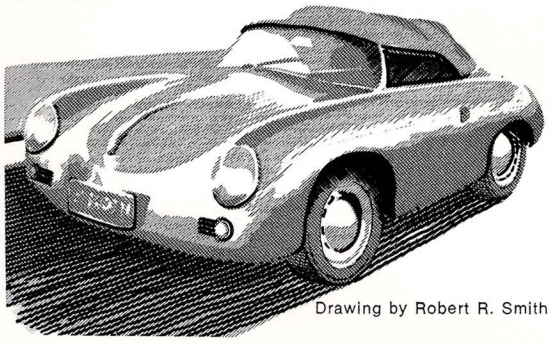
Kudos for Mid-Ohio

On August 23 and 24th my wife and I attended the IMSA Camel GT races at the Mid-Ohio Race Track in Lexington, Ohio. This was our second year at this event. Last year we enjoyed ourselves so much we decided to go back again this year. I think that the other members of the club should know why two people drive 1500 miles over the weekend to see an auto race and attend a Porsche Park.

The people in the Mid Ohio Region, the Porsche/Audi dealer in Mansfield, Ohio, the Porsche/Audi distributor in Ohio and the owner of the Mid-Ohio Race Track really deserve a great deal of thanks from all of us who attended the Porsche Park they sponsored, but all of PCA should thank them for the way they proudly represent the marque to all the other people who attended the race weekend.

Rush L. Workman
Northeast Region

PCA UPDATE



Drawing by Robert R. Smith

MORE ON AGREED VALUE INSURANCE

For a few years we have had available Agreed Value Physical Damage Insurance through Charles M. Tarone Inc., 55 Northern Blvd., Greenvale, N.Y. 11548. This type of insurance pays no attention to Book Value, but accepts the amount of an appraisal which can be changed. It is very valuable and, in fact, a necessity with older cars or those kept in top condition.

We have now discovered a new source in Special Value Auto, Chubb/Pacific Indemnity Group, 51 John F. Kennedy Pkwy., Short Hills, N. J. 07078. This plan is somewhat more restricted than the Tarone policy in that it cannot be written for Texas, Puerto Rico, Hawaii, North Carolina, Massachusetts or Rhode Island, and all cars owned by the owner or spouse resident in the same household must be insured with this group and all operators must meet underwriting requirements. From this we infer that this means insured for liability as well as for damage.

State Farm is reported to have a similar plan but we have no information on it.

Robert W. Cornell
PCA Legal Advisor

PARADE BIDS INVITED

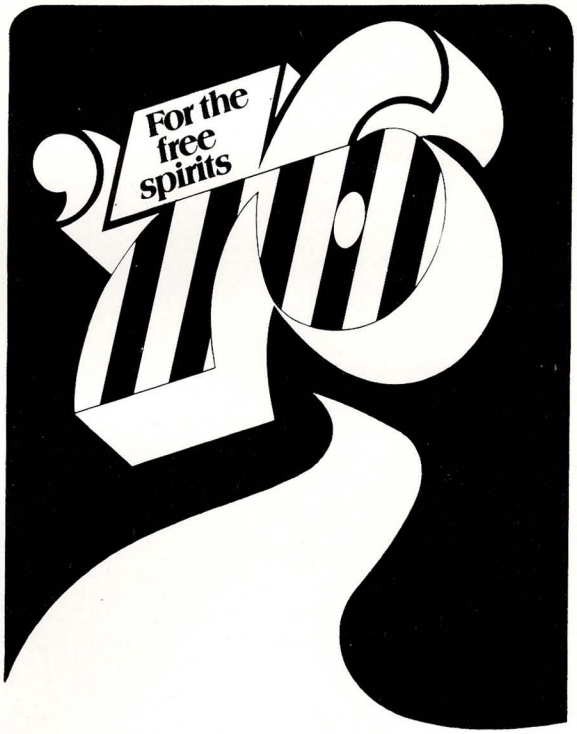
The Parade Advisory Committee invites interested regions to submit bids for the 23rd Porsche Parade to be held in 1978. Award of the 1978 Parade will be made during the 1976 Parade in Brainerd, Minn., August 23-28, 1976. The 1977 Parade has already been awarded to San Diego Region.

Regions wishing to submit proposals should contact any member of the Parade Advisory Committee; Burt Propp, Chairman, Robert Little, and/or Dennis Thovson at the addresses listed in every copy of **Panorama** under "Any Questions?"

PARADE COMPETITION RULES COMMITTEE EXPANDED

The PCR Committee has been expanded to consist of a minimum of five members with representation from multiple zones 1-2, 3-4, 5-10, 6-7 and 8-9. For the year ending with the 1976 Parade, eight appointees have been named:

John Clever (Golden Gate), Chairman
Ab Tiedemann (Chesapeake)
Sue Meyer (Northeast)
Leonard Matthews (Carolinas)
Larry Skoglund (Nord Stern)
Charles L. Davis (Maverick)
Robert A. White (Chicago)
John Cesareo (Orange Coast)



21st Porsche Parade
MINNESOTA AUG. 23-28

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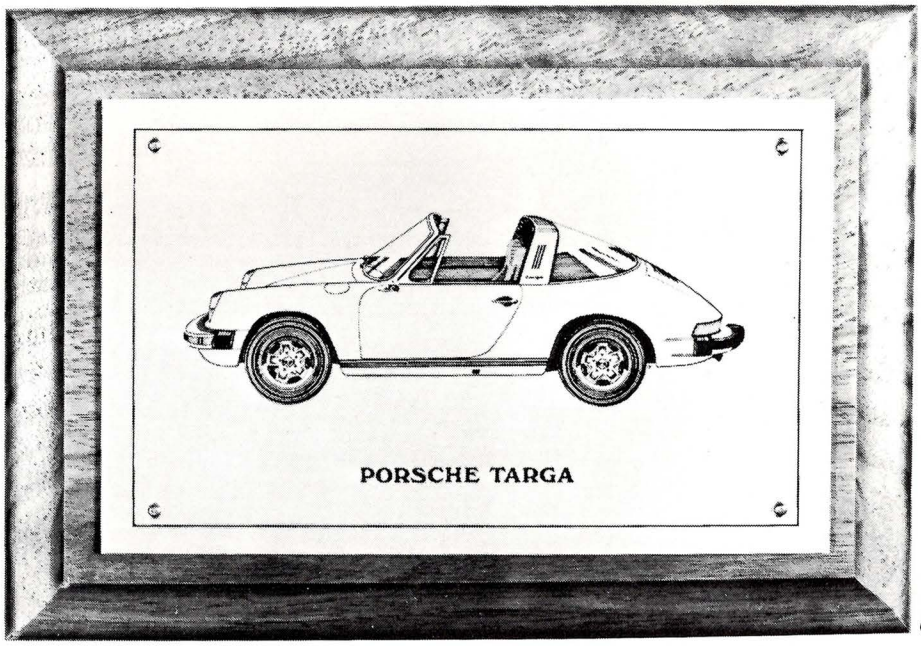
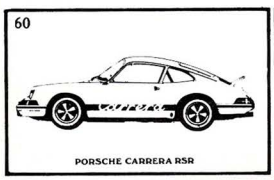
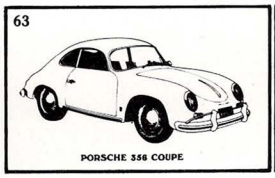


62

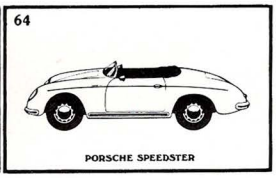


60 PORSCHE CARRERA RSR

61 PORSCHE 914



63 PORSCHE 356 COUPE



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JAC-600	Medium 38-40	38.95 each
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JAC-800	Ex. Large 46	
JAC-900	Ex. Ex. Large 48	

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911 STYLING CONVERSION BY MITCOM—fits 66-73 911/912

Now all 1966-73 Porsche 911/912 can be styled like a new Porsche. Not a fill panel, but a complete update kit. Made of revolutionary new impact absorbing material. Kit is complete with update panel, Bosch reflector lense & all hardware. A quick, easy installation. Patented.

CO-3211 — 150.00

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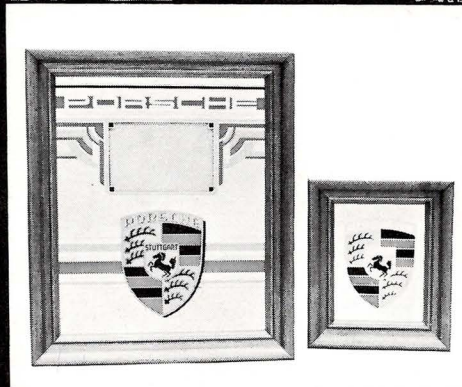
911/912 MITCOM "SUNOUT" REAR WINDOW SHADE

Mitcom original, custom crafted dull black rear window shade. Protects interior, reduces heat build-up, adds distinctive styling, hinged for window cleaning. Attaches easily, and is fully assembled.

SO-2000	All 911/912	98.50
SO-2001	All 911/912 Targa	124.95



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911 RSR 8" or 9" Steel Front flares
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SF-4300	All 911/912	159.00 pair

RSR 9" RSR STEEL Rear Flares
Finest quality heavy gauge steel 9" rear flares, now available from Mitcom. Precision stamped to blend exactly to original fender contours. These 9" flares blend exactly to Mitcom 9" rear bumperRB-5009 and bumper ends RB-5109 or 5209,

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At last, quality , heavy gauge steel 11" rear fender flares are available from Mitcom. Precision stamped to blend to original rear fender contours, these steel 11" flares are the finest quality available. Flares blend exactly to Mitcoms 11" rear bumpers 74-75 RB-5011, 66-73 RB-5000 and 74-75 RB-5111, 66-73 RB-5001 bumper ends.

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Exclusive new styling conversion to fit all Porsche 914's. Enhance any 914 with up-to-date styling, without altering the 914's classic lines. Increased rear illumination is provided by the Bosch reflector lense (with Porsche copy) for added safety as well as distinctive styling. Access to rear storage area is provided by a drivers compartment remote lock release, for added security and convenience of operation. Complete with Bosch lense, remote lock mechanism, and all hardware. Simple step-by-step instructions are included for fast, easy installation.

CO-3215	with remote mechanically operated lock	79.50
CO-3214	with electrically operated lock	89.50

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916 FRONT STYLING CONVERSION BY MITCOM—fits all 914
Mitcom's 916 styling conversion combines the smooth lines of the 914 with this gracefully curved look. patterned like factory 916 European racing version. Quality crafted for fit and easy bolt on installation. Requires no modifications. Ready for finishing.

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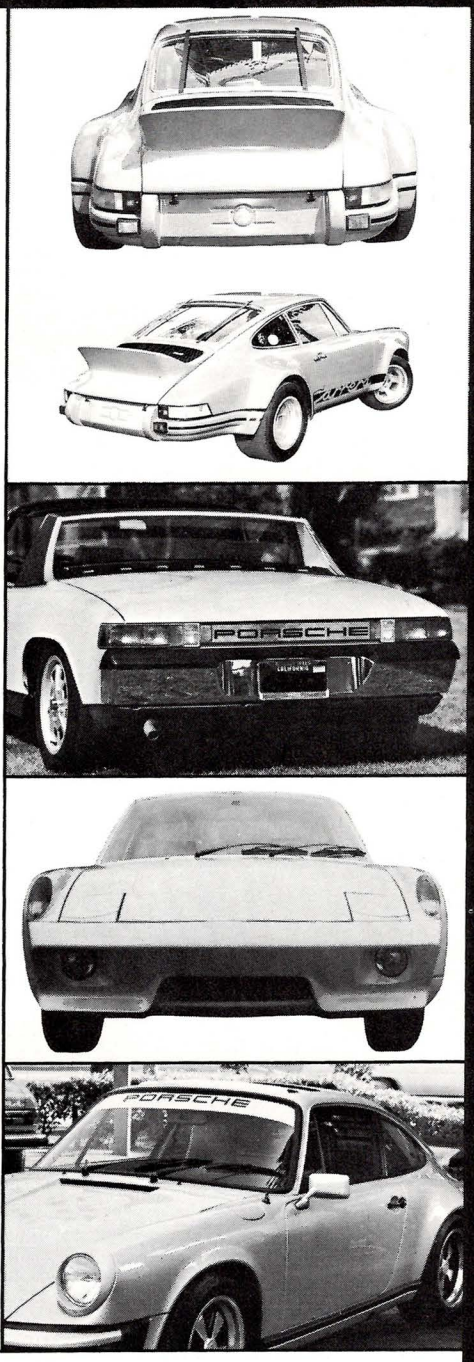
Proudly display your Porsche identity with this sun stripe. Porsche is printed on patented see-through mirrored material which is applied to inside of windshield with clear water. Provides sun filter, reduces driving glare. ***Adds bold styling.***

BT-911/912	10.95
BT-914	10.95

*For racing applications only; not approved for road use.



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the mart

This service is available to PCA members only. Send your listings to: The Mart Editorial Office, Porsche Panorama, 912 Lullwater Rd., Atlanta, Ga. 30307. Deadline: Copy must be received on or before the first of the month preceding month of publication. For example, copy for the March issue must be received on or before February 1.

1. Submit your copy in this sequence: Year, engine type, body style, plus other pertinent information. Give your name, address, zip code, area code and phone number. If you are selling a complete car, engine, or transmission, give appropriate serial numbers.
2. Material MUST be typed double space, or legibly written or printed on 8½ x 11 paper, one side only. DO NET send in items on tissue, post cards, or odd-size paper.
3. PANORAMA reserves the right to reject any ads submitted, or to edit them, and is not responsible for any errors.
4. One item per PCA member in each category: For Sale, and Wanted, per month.
5. Each item limited to 50 words, plus name, address, and one phone number. All items subject to editing or shortening.
6. Items offered for sale MUST be the personal property of the PCA member and not connected with any business enterprise. Display advertising space at nominal rates is available in PANORAMA for products connected with a business. For PCA members whose advertising does not meet these requirements, a Commercial Classified section is provided at the end of The Mart. For instructions for submitting ads to the Commercial Classified section, see item 12 below.
7. Items must be Porsche cars, engines, parts, accessories, or Porsche-oriented products.
8. Unless expressly stated to the contrary in the copy submitted the following conditions as to sale and purchase obtain:
   a. The quoted or offered price includes prepaid delivery.
   b. The item is suitable for use without re-work. Repaint may be needed, rechrome will not be needed.
   c. The item will be shipped within 9 days of the order.
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9. Risk of loss is on the seller for delivery and on the buyer for return.
10. Submission of any item to THE MART shall constitute an agreement to be bound by these terms, as shall any correspondence on items submitted.
11. The above shall not apply to complete motor vehicles advertised. As to these, the parties are left to their own arrangements.
12. Commercial Classified advertising is available to those who wish to purchase advertising for Porsche related products or services that do not meet the requirements for regular sections of The Mart. Limited to 50 words, plus name, address and phone number and must be accompanied by a check in the amount of $10.00, made payable to the Porsche Club of America, Inc. General conditions regarding insertion for The Mart apply and PANORAMA reserves the right to edit or reject any ads submitted.

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☐ **1962 356 S-90 Coupe** #210021. Twin grill, new white paint, 30,000 mi. on reblt engine, 1500 mi. on reblt transmission, int. completely restored in orig. tan upholstery & oatmeal carpets. Always in Calif. Bay area, no rust. Complete service records. 4th in class at Seattle Parade Concours. $6500. Linda Foster, 785 La Para Ave., Palo Alto, Calif. 94306. Ph 415/493-3989.

☐ **Spectacular Speedster.** 1956, metallic blue, 115 hp 5/912 engine. 100% reblt, updated, & autocross prepared. Completely, beautifully restored. 3 pages of goodies include: disc brakes, 6:31, Solexes, Konis, 5½ chrome wheels, decambered, CD ign., Nardi wheel, etc. All new: acryllic lacquer, chrome, rubber, carpet, upholstery, Sem-

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perits. Color photos $2.50. Best offer. John J. Byrne, 1340 NE First Ave., Ft. Lauderdale, Fla. 33304. Ph 305/764-2261.

☐ **1971 911T/5 Targa** #9111112663. White/tan int., S instruments, Recaros, stabilizer bars, Konis, Marchal headlights, AM/FM Blaupunkt, forged alloy wheels 6" front, 7" rear, brand new 321 stainless steel heat exchangers & muffler, not extractors, are built to factory spec., coco mats, Colgan mask, 30,000 mi., all records. $8500. Mike Vantucci, 106 N. Beechwood Ave., Baltimore, Md. 21228. Ph 301/788-7425.

☐ **1958 Super Speedster** #84571. Dream of finding an orig. Speedster forgotten by time tucked away in some garage? Here it is. 51,000 orig. mi., driven only weekends, always garaged. Really beautiful, a Napa Calif. car since its purchase. Meissen blue ext., red leatherette int., beige carpets, new engine. $8500. Max Handley, 150 Westwood, Novato, Calif. 94947. Ph 415/897-5560.

☐ **1970 911S Parts:** Ansa exhaust, $70; steering wheel, $30; Bosch CD, $90; front bumper spoiler, new, $80; Cibie QI headlights w/assemblies, chrome rims, $60; fuel injection system, manifolds, stacks, air cleaner, pump, $600. Tom Merritt, 7510 Marbrett Dr., Suite 301, Richmond, Va. 23225. Ph 804/272-3047.

☐ **Gas tank** for 54-55 Speedster (no fuel gauge), $50; new piston & cyl. set 1500 GS Carrera, $350; 912 engine case, $100; 912 rods, $60; 4 B crested hub caps, $50; bra for late B/C, $20; boot, tan canvas, for C cabriolet, $10; boot, black canvas, for cabriolet, $10. Bob Heacox, 2607 Bridgeport Way, Tacoma, Wash. 98466. Ph 206/564-2701.

☐ **1958 Speedster** #84828. Yellow, 64,000 mi., storage many years, orig. cond., all trim intact, choice of 2 zero hour reblt engines, mechanicals 100%, virtually no rust, many spares, hardtop, needs minor cosmetic restoration, $4950/offer. 10 yrs collection 356 parts, write needs. Ralph Weatherholt, 10019 Snow Rd., Parma Heights, O. 44130. Ph 216/888-3017.

☐ **1975 911S/5 Targa** #9115210565. Peru red/black int., forged alloys, Konis, Blaupunkt AM/FM cassette stereo, 5500 mi., warranty good through April 1976. Forced sale. $13,800. Terry Gray, 710 N. Plankinton, Milwaukee, Wis. 53203. Ph 414/278-8060 (days).

☐ **Garage Sale:** 912 heads, complete; 1600S bare heads, exc., $75 pr.; 1966-68 LR bumper, exc., $30; 356C/911 4½" chrome wheel, exc., $22; 16" wheels, $20 pr.; 356A rear window rubber, new, orig., $12; 356A front brake drums, $12 ea.; 356B right door, rusted, compl., $20; 70 hp VW engine set up for 356. FOB. Mark Eskuche, 2027 E. Wood Pl., Shortwood, Wis. 53211. Ph 414/962-4305 (eve).

☐ **1966 912/4 Coupe,** #351453. All orig. paint & int., tangerine/black, complete new factory stock engine, reblt 2000 mi ago. Konis, factory 5½" mags w/new Semperit 185VR15, adj. rear sway bar, blaupunkt AM/FM, wood wheel, completely concours prepared & consistent winner, 1969-1975. $6500 firm. Serious inquiries only. Keith Foster, 2506 Grand Ave., Santa Ana, Calif. 92701. Ph 714/639-9979.

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(Act of August 12, 1970: Section 3685, Title 39, United States Code)

1. TITLE OF PUBLICATION: Porsche Panorama	2. DATE OF FILING: September 24,1975
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EDITOR *(Name and address)*: Betty Jo Turner, 912 Lullwater Road, Atlanta, Georgia 30307

MANAGING EDITOR *(Name and address)*: None

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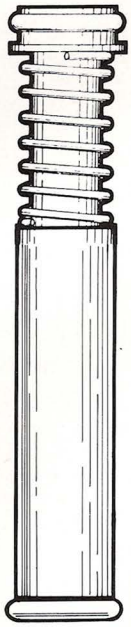

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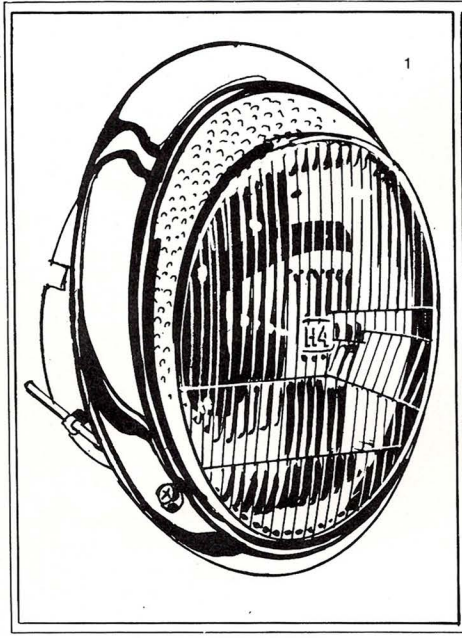

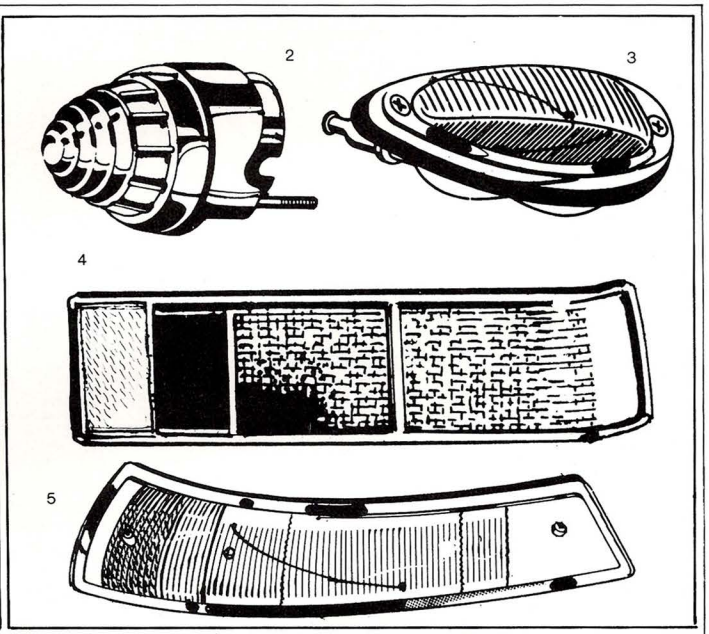

ILLUST.	PART DESCRIPTION	MANUFACTURER PART NO.	356 A/B	356C/SC	911-67	911S-67/68	912-67	912-68/69	911T-69	911E-69	911S-69	911T-2.2	911E-2.2	911S-2.2	911T-2.4	911E-2.4	911S-2.4	911-2.7	911S-2.7	911-CARR	914-1.7-1.8	914-2.0	RETAIL PRICE	PCA NET	SAVING %
1	H 4 Headlight Assembly w/Bulb	911.631.112.00			*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*				60.00	
	H 4 Bulb 12V 60/55W	999.631.202.90			*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*				9.95	
2	Parking Light Assembly																								
	Left	644.631.401.05	*	*																			17.10	15.40	11
	Right	644.631.402.05	*	*																			17.10	15.40	11
3	Tail Light Assembly																								
	Left	644.631.403.00	*	*																			22.50	18.00	25
	Right	644.631.404.00	*	*																			22.50	18.00	25
4	Tail Light Lens																								
	Left, USA	914.631.939.11																			*	*	13.40	11.40	18
	Right, USA	914.631.940.11																			*	*	13.40	11.40	18
	Left, European	914.631.949.10																			*	*	22.10	17.70	25
	Right, European	914.631.950.10																			*	*	22.10	17.70	25
5	Parking Light Lens																								
	Left, USA (black frame)	911.631.947.00			*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*			28.30	22.75	24
	Right, USA (black frame)	911.631.948.00			*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*			28.30	22.75	24
	Left, European (B/frame)	911.631.943.00			*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*				24.95	
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	Tail Light Lens																								
	Left, USA (black frame)	911.631.951.00			*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*			30.00	24.00	25
	Right, USA (black frame)	911.631.952.00			*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*			30.00	24.00	25
	Left, European (B/frame)	911.631.949.00			*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*				28.80	
	Right, European (B/frame)	911.631.950.00			*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*				28.80	

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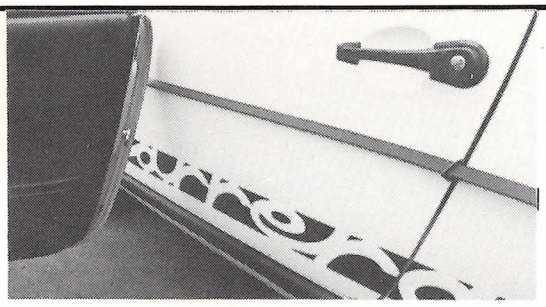

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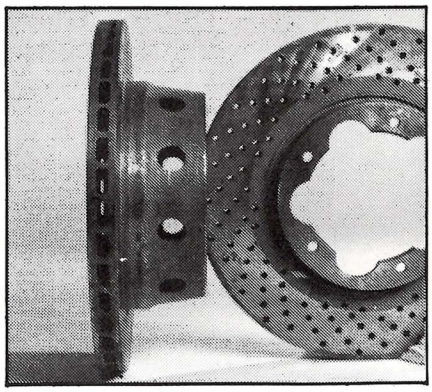

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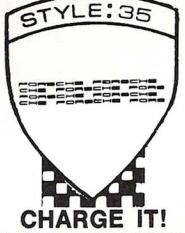

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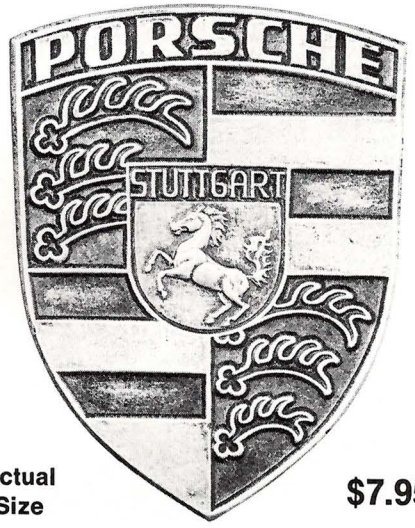

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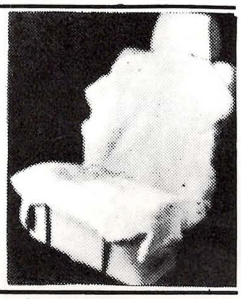

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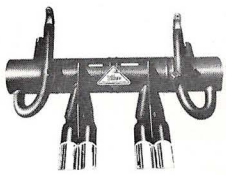

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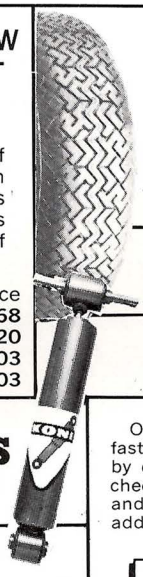

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☐ **1967 912 Parts:** compl. door, right, incl. glass, frame & black upholstery, $100; any instrument, $25; engine starter, $25; windshield, $75; windshield wiper motor ass'y, $35; front hood, has slight damage, $25. Tom Gotard, 372 Hickory St., Massapequa, N. Y. 11758. Ph 516/541-2805.

☐ **1972 911T 2.4 Coupe** #9112102120. White/black, appearance group, 4-spd, 36,000 mi., 2 stage rear window, Hella driving lights, IQ headlights w/stone guards, wheel well trim, stereo tape w/Blaupunkt 3 speaker system, European exhaust & shock ex., F & R bars, new inj. pump + more. $7500/offers. Dennis B. Carney, 70 Van Doren Ave., Somerset, N. J. 08873. Ph 201/844-6950.

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☐ **1974 911S/5 Coupe** #9114300329. Gulf blue, tan leather int., air, sunroof, AM/FM cassette stereo, Bilsteins, F & R stabilizers, tinted glass, rear wiper, oil cooler, alloys, XWX's Marchal Amphilux's Racemark wheel. 9500 mi. $13,500. R. Morse, Apt. E-210, Oak Hill Apts., Penn Valley, Pa. 19072. Ph 215/664-3093 (eve).

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☐ **1971 914/6** #9141430361. Irish green, black int., exc. cond. in & out, factory alloys w/Michelin 185/14 XAS, AM/FM, cassette tape, 50,000 mi., tinted glass. Send 50¢ for photo. John Blacker, 45 Eagle Crest Dr., Apt. 502, Lake Oswego, Ore. 97034. Ph 503/636-0874 (eve).

☐ **911 driver & passenger seats** w/headrests, beige, perfect cond. $125 each. Mike Joffee, 14920 NE 10 Ave., No. Miami, Fla. 33161. Ph 305/696-7100 (days), 305/944-1098 (eve).

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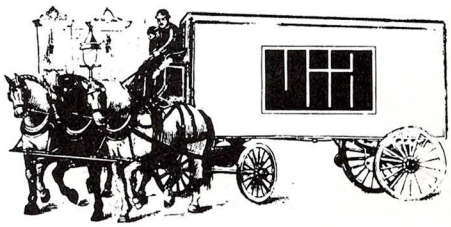

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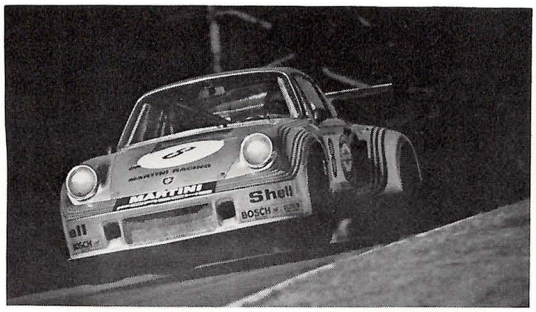

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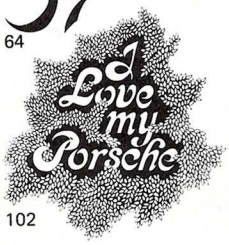

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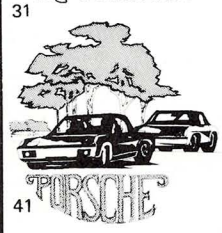

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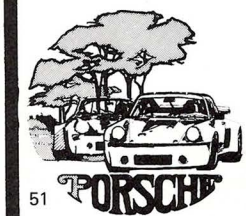

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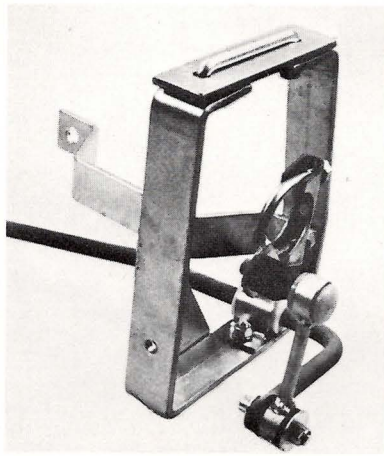

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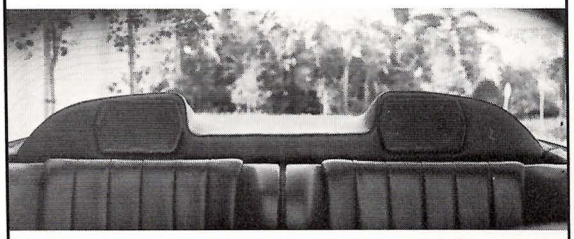

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☐ **For 914:** 4 (or 5 if available) undamaged & unbent 5½x15 1974 style 914/4 steel wheels. Front bumper rubber strip in undamaged, near orig., cond. Please send price w/-first correspondence. Stuart K. Lehr, 1044 Newton Rd., Apt. 7, Iowa City, Iowa 52240. Ph 319/337-9970 (eves).

☐ **For 1972 911 Porsche:** PR trailing arm for suspension (wishbone) & F & R sway bars w/all hardware. Rob Wilkinson, 363 Geneva St., Apt. 808, St. Catharines, Ont. Ph 688-1987.

☐ **1970-71 911S Coupe,** 5-spd only, never raced & original. David Shelor, 1525 N. Bigelow, Peoria, Ill 61604. Ph 309/688-1648.

☐ **550 Spyder, orig.** or straight restorable cond. Seat for 356C, med. blue perforated inserts. Mint 66-67 912 black & dash top in black. Outside temp gauge & front mats for 912. John Paterek, 160 W. Westfield Ave., Roselle Pk., N. J. 07204. Ph 201/245-7896 (eve).

☐ **D'leteren** twin-vent roadster owners: last chance to be listed in first register. Send serial, cond., pertinent info. Also any parts needed or for sale. Response thus far shows definite lack of interest. Trying to tell me something? Copies of register will be sent to all respondents on or about 1/1/76. Alan Singer, Thosmor Rd., Bedminster, N. J. 07921. Ph 201/234-0649 (eve).

☐ **Air cleaner housing** for 1970 911T w/Zenith carbs. Vergil Lowe, 2912 Hickory St., Alexandria, Va. 22305.

☐ **Disc brake conversion** from 356SC complete w/half shafts. After I find conversion interested in 4 4½x15 light alloy wheels. Send price and condition. Bob Freeman, 1228 Chert Pit Rd., Knoxville, Tenn. 37919. Ph 615/693-5624.

☐ **Early 356A Parts:** beige rubber mats, F & R. Engine case #80xxx to 82#xxx. 4 Super hubcaps. All in near or perfect cond. Gene Gilpin, 1065 E. Barstow, Apt. A, Fresno, Calif. 93710. Ph 209/266-6344.

☐ **911R information:** need suspension settings, torsion bar and sway bar diameters. Would be interested in parts for 911R. Also want 906 posters. Will pay fair price. Paul Abbott, 4244 Mockingbird Ln., Dallas, Tex. 75205.

☐ **Back issues of Panorama:** 1967 Jan. & April, 1968 August, 1969 January. Will buy outright or trade my duplicate issues (April '66, June '68, Oct. '70). Robert Blinick, 230 East 26th St., New York, N. Y. 10010. Ph 212/488-4254 (days).

☐ **To locate all 914/6 owners.** Enclose name, address, phone number, serial number, size engine & any modification. I have found out that there were 1788 914/6's imported to the U.S. from 1969 to 1972. If you know of anyone with a 914/6, ask if they have contacted the register. Wendell Hawes, c/o 914/6 Register, 308 S. Wymore Rd., Apt. 101, Altamonte Springs, Fla. 32701. Ph 305/869-1268.

☐ **Stainless steel heat exchangers** for 914/2.0; anyone out there fabricating them? Please write details & price. P. J. Tama, 904 Columbia St., Scranton, Pa. 18509.

☐ **Steel wheels** (not chrome), 5½x15, Michelin XWX, **Christophorus** #1-41, 62, 64, 77, PR bumper for 911. Bill Bauman, Jr., 2333 Eastbrook Dr., Toledo, O. 43613. Ph 419/472-4022.

☐ **547 & 692 Carrera parts:** sand cast Solex carbs, air cleaners, oil tank strainers, header pipes, mufflers, oil lines, & dip sticks. 550 Spyder parts: sand cast Solex carbs, air cleaners, velocity stacks, air correction jets for early Solexes, distributor boots & high tension wiring tubes. Blake Oliver, 1359 Havenwood Dr., San Jose, Ca. 95132. Ph 408/259-2599.

☐ **Gasoline heater** for 1964 356C coupe. Ron Pollard, 324 Clarksley Rd., Manitou Springs, Colo. 80829. Ph 303/685-1307.

☐ **For 1955 Coupe.** Left window glass (door) & window regulator, beehive taillights (4 needed), beehive parks lights (2 needed), horn grille (2 needed), license plate lights. Hood handle, early oil temp gauge. All must be in good cond. State price & cond, in first letter. See for sale. Howard Fox, 1530 So. 142 Cir., Omaha, Neb. 68144.

☐ **1974 or 1975 911S or Carrera.** Must be low mileage w/air, prefer black or brown w/leather int., elec. sunroof, will travel any distance for right automobile. All correspondence must include total option list & price. Stewart B. Coleman, 394 Merrimon Ave., Asheville, N. C. 28801. Ph 704/253-6094 (eve).

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☐ **741-3A gear.** Must be exc. cond. Have 3B, 4C or 4D for trade. Mike Robbins, 2307 W. 79th St., Indianapolis, Ind. 46260. Ph 317/293-1600.

☐ **912.** Car maintained in near concours cond. Must be a 5-spd, prefer sunroof coupe or possibly a Targa. No air cond., moderate performance modifications acceptable. Willing to pay over going rate for exceptional car. I must have a car by Spring. If I'm not home, please leave name & number. Call. Quentin Wenzel, 50 Madison Ave., Budd Lake, N. J. 07828. Ph 201/347-4626.

☐ **Fuel cell.** Must be SCCA approved. Prefer 8 gallon but will take a 15 or 22 gal. Tim Tepas, 186 Euclid Ave., Kenmore, N. Y. 14217.

☐ **Carrera alum. engine compartment lid** (with louvers) for Speedster, 644.512.001.27. Front bumper overrider bar for 356A, must be dent & pit free, 644.505.105.01 (190 mm). Spyder fender mounted rear view mirror (housing & mirror). Knock-off wheel "nuts" (removed clockwise), 356.68.121. Knock-off wheel "nut" nameplates (Porsche & Undo stamped in center), 356.68.124. D. A. Bartlett, 86TFW PSC Box 3773, APO N. Y. 09009.

☐ **For 1972 911S:** optional driving lights w/brackets & grills; 911 optional metal front spoiler; & front suspension stiffening bar. Richard W. Williams, 8384 E. Solano Dr., Scottsdale, Ariz. 85253. Ph 602/948-7949.

☐ **For 1969 911E.** LF fender, must be rust free & orig. front bumper rubber strip. Mike Knecht, 1235 Burgoyne, Rochester, Mich. 48063. Ph 313/651-6822.

☐ **Tan vinyl stock factory seat.** 1 or 2 tan or brown Recaro seats (leather or vinyl). Seats need be in exc. cond. Lyndsay P. Job, 3221 Stoney Acres, Kennesaw, Ga. 30144. Ph 404/427-2663.

☐ **Pr. Weber carbs,** 40IDS-3C & 40IDS-3C1 w/manifolds & linkages. Tom Merritt, 7510 Marbrett Dr., Suite 301, Richmond, Va. 23225. Ph 804/272-3047.

☐ **For 911:** factory racing gas tank; '73 RSR front bumper/spoiler. Jay Kjoller, 5724 Gay St., 3E, Toledo, O. 43613. Ph 419/473-1253 (days).

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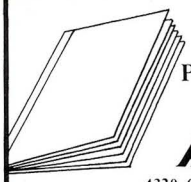

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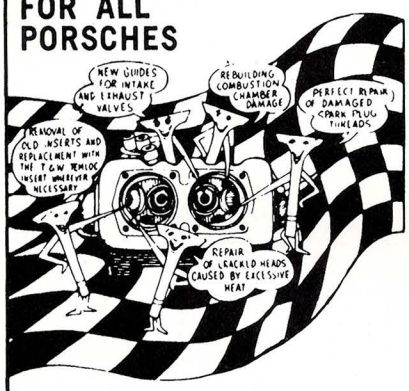
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	Supp. #	Each	Supp. #	Each
911	I	$5.50	XX	$5.50
	III	"	XXI	"
	IV	"	XXII	"
	V	"	XXIII	"
	VIII	"	XXIV	"
	X	"	XXV	"
	XII	"	XXVI	"
	XIII	"	XXVII	"
	XIV	"	XXVIII	"
	XV	"	XXIX	"
	XVI	"	XXX	"
	XVII	"	XXXI	"
	XVIII	"	XXXII	"
	XIX	"		
	Binder for Vol. 2 of 911 Workshop Manual—may be used by installing a divider as a combined binder for Vols. 3 & 4			$8.00
914	I	$5.50	VIII	$5.50
	II-A	"	IX	"
	III-A	"	X	"
	IV	"	XI	"
	V	"	XII	"
	VI	"	XIII	"
	VII	"	XIV	"
			XV	"
			XVI	"
	2 914 Binders (need 2 ea. with Supp. X & XI)			$10.00/pr.

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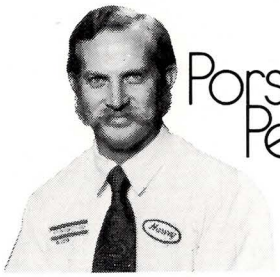

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License Light Assembly	356A	59.00 ea.
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	356B/C	41.00 ea.
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	356B/C	24.00 ea.
Side Rocker Molding	356B/C	24.00 ea.
Amber Front Lenses	356B/C	7.00 ea.
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Sway Bars

911, 912, 914 Front	11 mm	$ 29.00
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	14 mm	27.00
	15 mm	28.00
	16 mm	31.00
	17 mm	35.00
	18 mm	39.00
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Sway Bars, Continued

911, 912 Rear	15 mm	28.00
	16 mm	29.00
	17 mm	32.00
	18 mm	35.00
	19 mm	39.00
914 Rear	16 mm	29.00

Mounting Kits

911, 912 Front	45.00
911, 912 Rear	49.00
914 Front	47.00
914 Rear	49.00

Torsion Bars

911, 912 Front	22 mm	$130.00 pair
	23 mm	140.00 pair
911, 912 Rear	26 mm	140.00 pair
	27 mm	145.00 pair
	28 mm	150.00 pair
	29 mm	155.00 pair
914 Front	22 mm	130.00 pair
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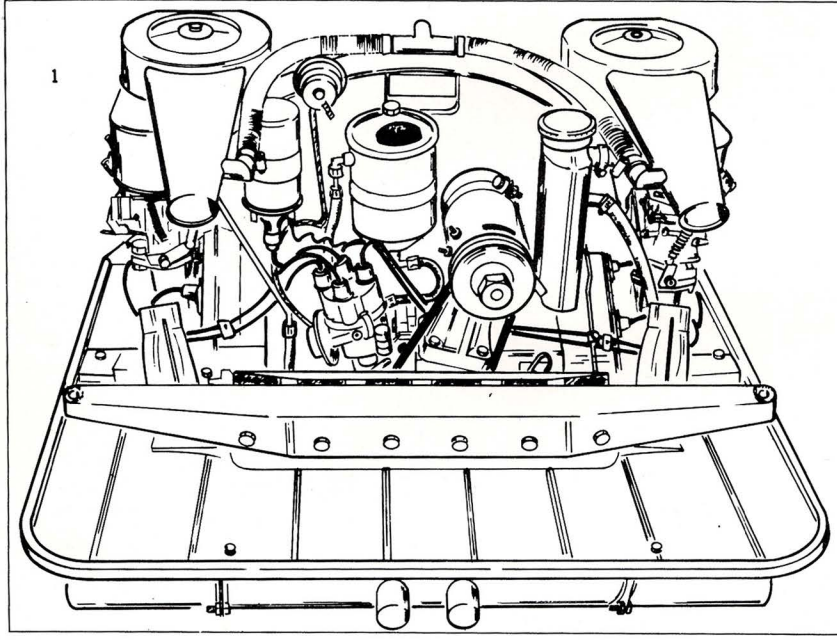

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356 B/C Carrera 2 Cylinder Head	275.00 ea.
356 B/C Carrera 2 Cylinder Head, complete with valves & springs	375.00 ea.
356 A Speedster Hardtop (used, excellent)	300.00
356 A/B/C Cabriolet Hardtop (used, good, no rear glass)	200.00
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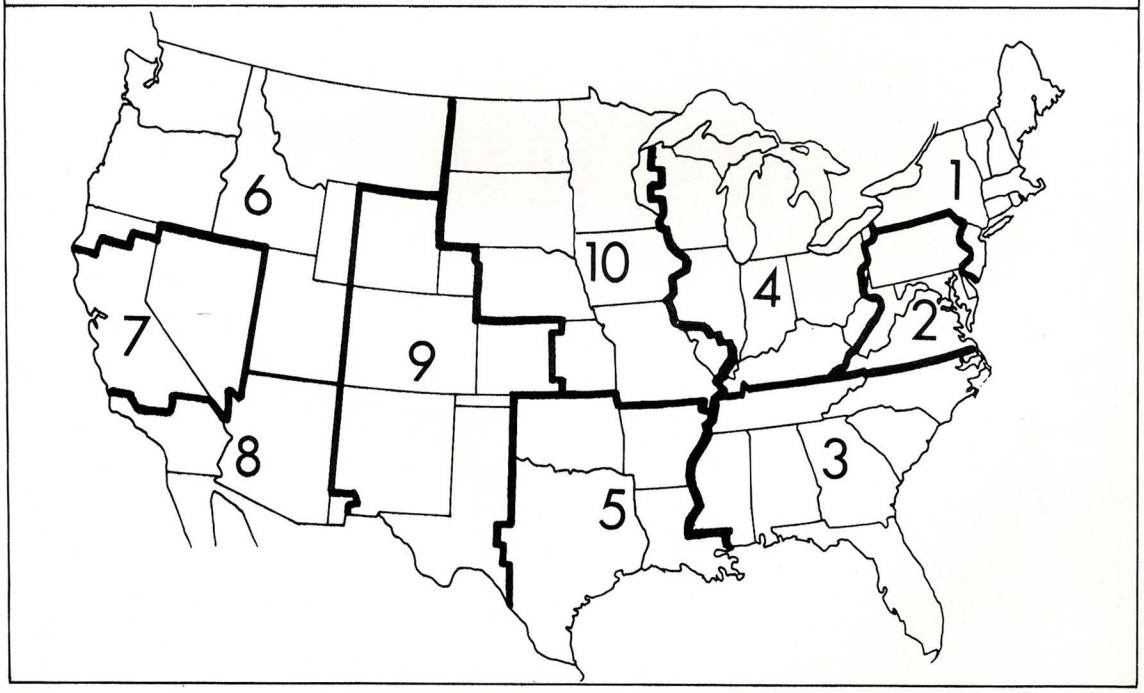

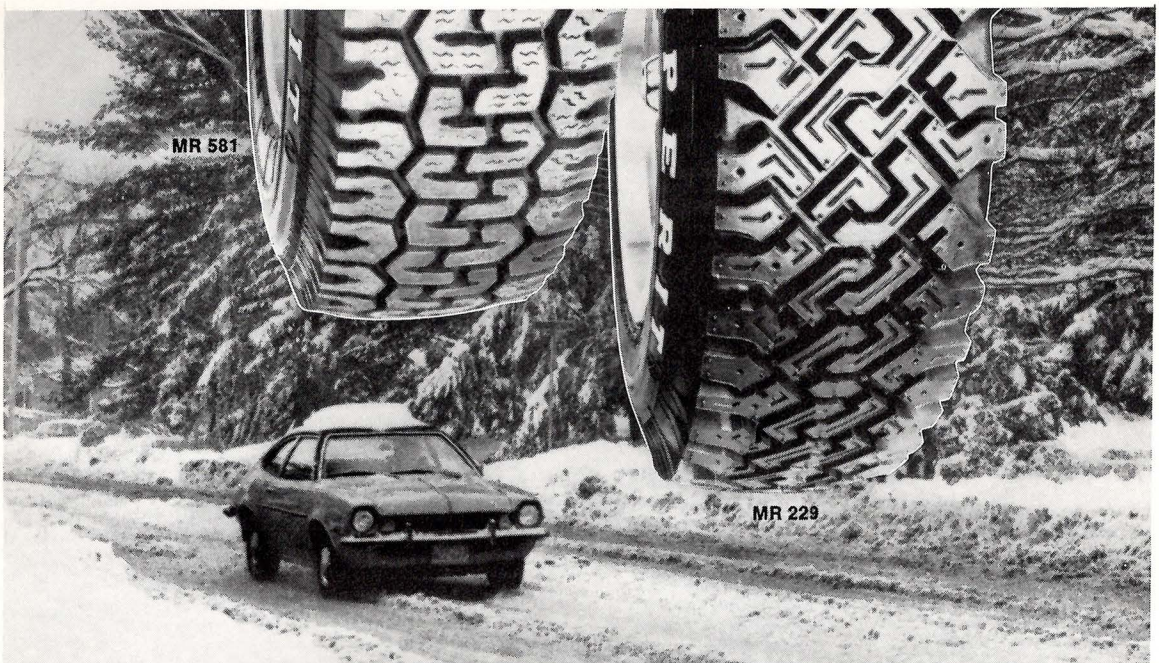

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